

The Hongkong Telegraph.

WEATHER FORECAST
CHANGE.
Barometer 29.75

(ESTABLISHED 1851)

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September 18th, 1912, Temperature a.m. 70, p.m. 76; Humidity...83, 59.

September 18th, 1911, Temperature a.m. 83, p.m. 85; Humidity...62, 63.

No. 8895

號九初月八年壬子

THURSDAY,

SEPTEMBER 19,

1912.

四拜禮

號九十月九英港香

886 PER ANNUM

SINGAPORE COPY 10 CENTS.

TELEGRAMS.

OBITUARIES.

SIR HORATIO DAVIES.

Reuter's
[Service to the "Telegraph."]
London, September 18.
The death is announced of Colonel Sir Horatio D. Davies, K.C.M.G., at the age of 70 years. (Deceased was Sheriff of London and Middlesex in 1887-8 and Lord Mayor of London ten years later. He was Conservative M. P. for Roches in 1892 and for Chatham from 1895 to 1906. He was a prominent Volunteer and was an Officer of the Legion of Honour.)

MAJOR WILLIAM EDWARDS.

London, September 18.
The death has occurred of Major William M. Edwards, V.C., at the age of 57 years.

[Major Edwards retired from the Army in 1896. After passing through Sandhurst he joined, in 1877, the 74th Highlanders. He served in the Straits Settlements and Hongkong, and then went to Egypt. He was present at Tel-el-Kabir, and for his conspicuous bravery he was awarded the Victoria Cross. He subsequently served in India and was for five years Adjutant of the 3rd Battalion Highland L.I. He was appointed to H.M. Corps of Gentlemen-at-Arms in 1899.]

ADMIRAL SIR VESSEY HAMILTON.

London, September 18.
The death is announced of Admiral Sir Richard Vessey Hamilton, G.C.B., at the age of 83 years.

[The late Admiral entered the Navy in 1843. As Lieutenant he served in the Arctic Expedition of 1850-51 and again in 1852-54 in search of Sir John Franklin. He was made a Commander in 1857 and saw service in China, being present at the operations in Fatsien Creek. He was Senior Lord of the Admiralty from 1889 to 1891, and President of the Royal Naval College, Greenwich, from 1891 to 1894. He retired in the last-named year.]

THE EUROPEAN SITUATION.

FRENCH PRESS ACCUSED.

London, September 18.
Much comment has been aroused by an apparently inspired article in the "Frankfurter Zeitung" accusing the French press of bullying Italy in connection with the concentration of the French Fleet in the Mediterranean, and declaring that the provocative tone of the French press is especially noticeable since M. Poincaré's visit to St. Petersburg.

NAVAL ACCIDENT.

KILLED IN GUNNERY PRACTICE.

London, September 18.
The breech-block of a large gun blew out during gunnery practice on board the battleship H.M.S. King Edward VII, while off Kollonsay Island. One man was killed and several seriously injured.

THE MIKADO.

INVESTED WITH CARTER.

London, September 18.
Reuter's correspondent at Tokyo reports that the Mikado has been invested with the Order of the Garter by Prince Arthur of Connaught.

TELEGRAMS.

CRICKET ENDS.

THE CHAMPIONS BEATEN.

Reuter's
[Service to the "Telegraph."]
London, September 18.
The last match of the season, that between the Champion County (Yorkshire) and the Rest of England, was played at the Oval. The result was a win for The Rest by an innings and 122 runs.

AUSTRALIAN CRICKETERS.

LEAVE FOR AMERICA.

London, September 18.
Ten of the Australian cricketers have left Southampton for America. Bardeley does not accompany them. The XI will be completed from among Australian students in the United States.

ENGLAND SUPERIOR.

Mr. Gregory, the Australian captain, interviewed before leaving, said the Englishmen were at present immeasurably superior to both the Australians and the South Africans.

HOME POLITICS.

MR. SMITH SPEAKS OUT.

London, September 18.
Mr. F. E. Smith, speaking at Whitby, said that Mr. Churchill's federal scheme was an attempt to hoodwink Ulster. He declared that the Government were solely responsible for the Belfast riot of the 14th instant.

MR. LLOYD GEORGE.

HIS EARLY AMBITIONS.

London, September 18.
The first of four volumes of the biography of Mr. Lloyd George, each 9/-, has been published. The material is largely supplied by his brother in the shape of letters and a diary. The latter shows that in his youth Mr. Lloyd George was most ambitious. An extract, written at the age of 18, recording a visit to Westminster, says, "I eyed the Assembly in a spirit similar to that in which William the Conqueror eyed England on his visit to Edward the Confessor, as the region of my future domain." The letters contain piquant comments on Mr. Chamberlain, Mr. Balfour and Mr. Asquith.

FOREIGN TRADE.

KEEPING CANADA INFORMED

London, September 18.
A message from Reuter's correspondent at Ottawa states that an agreement has been concluded with the Imperial Government by which British Consuls will furnish Canadian business men with foreign trade reports. Canadian trade agents will now be eligible for the British Consular Service.

TURKEY AND ITALY.

AN OFFICIAL DENIAL.

London, September 18.
A message from Reuter's agent at Rome states that it is officially denied that Italy is negotiating a loan with a view to handing over to Turkey 400,000,000.

TELEGRAMS.

GENERAL NOGI.

BURIED WITH HONOURS.

Reuter's
[Service to the "Telegraph."]
London, September 18.
Reuter's correspondent at Tokyo states that the late General Nogi and his wife have been interred. Great military honours were accorded the late General. There was a procession of 50,000 people, including Ambassadors and special envoys. Prince Arthur of Connaught and suite attended.

TRADE UNION SQUABBLE

SEQUEL TO PICKETING.

London, September 18.
The committee of the Railwaymen's Society has expelled a member for encouraging pickets in connection with the recent developments at the headquarters in Euston Road, thus incurring a charge of victimization in addition to that of under-paying its servants. Several branches of the Society have passed a resolution demanding the committee's resignation.

[It will be recalled that fourteen railwaymen, all members of the Railwaymen's Society, who had been employed at the headquarters at a salary of 30 shillings a week, joined the latter's minimum wage of 35 shillings, when they were promptly dismissed. The Clerks' Union then successfully picketed the premises.]

THE MANŒUVRES.

A BATTLE IMMINENT.

London, September 19.
A battle is imminent in East Anglia, the troops of the opposing armies engaged in the manoeuvres having concentrated by splendid marches.

The Territorials, who are holding Cambridgeshire, are strongly entrenched; they form the defenders' left flank. The Territorials are also largely responsible for the right flank, thereby filling an important role.

His Majesty the King again spent the whole day in the field yesterday, giving attention to administrative services. To-day he is with the fighting forces. The troops greatly appreciate His Majesty's interest in the manoeuvres.

Field Marshal Earl Roberts, on horseback, accompanied by his daughter, is following the operations keenly as a non-combatant.

AN ACCIDENT.

Later.
Major General Sir H. E. Rawlinson fell off his horse in the manoeuvres and sustained a broken leg.

TURCO-ITALIAN WAR.

ITALIANS V. ARABS.

London, September 18.
Reuter's correspondent at Rome states that there were fierce Arab attacks and counter-attacks at Derna on the 17th inst. The Arabs were repulsed.

The Italians suffered the loss of 81 killed and 130 injured, while the Arabs are estimated to have had 1,000 killed and a proportionate number wounded while 41 were taken prisoners.

TELEGRAMS.

ULSTER.

GREAT DEMONSTRATION.

Reuter's
[Service to the "Telegraph."]
London, September 18.
Sir Edward Carson opens the Ulster demonstrations at Enniskillen to-day.

SCENES AT ENNISKILLEN.
Later.
Eighteen special trains poured Unionists and Orangemen into Enniskillen. The town was gaily decorated, there being Union Jacks everywhere.

Sir Edward Carson arrived by road and drove to a meeting, being escorted by two squadrons of yeomen and a large body of men drilled to resist Home Rule. The crowds assembled in the streets and at the windows cheered the procession, a band playing the National Anthem.

At the entrance to the meeting, Sir Edward Carson said Unionists had no need to fear. Their cause was just. The greatest cause for which men fought was the government of the country. God would defend the right.

THE COVENANT.

Later.
The arrangements for signing the Covenant in the City Hall at Belfast on the 29th inst. are most elaborate. There will be desks covering a third of a mile, enabling 540 people to sign simultaneously. The Unionists anticipate that 80,000 people will sign in Belfast alone.

Huge processions will be arriving successively throughout the day and Sir Edward Carson will be escorted to the Hall by a guard composed of 200 ex-Servicemen carrying the Union Jack. He will be received, with Lord Londonderry and other leaders, by the Corporation, Harbour Commissioners and members of the Water Board.

Sir Edward Carson will sign first, at a table covered by a Union Jack. In the evening a procession will escort the leaders to the Liverpool steamer.

HUNGARIAN POLITICS.

A DESPERATE FIGHT.

London, September 18.
Reuter's correspondent at Budapest telegraphs that cow-bells, motor horns, and toy trumpets swelled the din in Parliament. When the police entered an inspector ordered individual members of the Opposition to leave.

The latter, to the number of 100, stood in the centre of the House, headed by M. Apponyi, Count Zichy and M. Andrássy, and refused to leave.

The police tried to force them, and a fight with fists followed. The legislators were carried out kicking and struggling. Eventually 14 left, headed by M. Apponyi, who promised to leave voluntarily if the police went in front.

The broken seats were replaced, and the Ministerialists returned. The Minister for Finance submitted the estimates.

OUTBREAK RENEWED.

Later.
Members of the Opposition renewed the uproar in Parliament this morning. The disorder started by a member of the Opposition shouting "Scoundrel" at M. Ladislas Beöthy, Minister of Commerce. The latter struck the man who insulted him, whereupon members of the Opposition rushed forward and felled the Minister with their fists. The latter was eventually rescued by members of the Government.

"AN INFERNAL CONCERT."
Count Tisza taking the chair was the signal for an infernal concert of whistles and trumpets. A strong force of police then entered and the members of the Opposition left.

TELEGRAMS.

THE RAILWAY SMASH.

TERRIBLE SCENES.

Reuter's
[Service to the "Telegraph."]
London, September 18.
Official returns show that 15 were killed and 48 injured in the Ditton railway disaster. The train was an express from Chester to Liverpool. It was descending an incline when the engine became derailed and dashed into a bridge, the driver being killed.

Nine carriages continued, and struck the station platform, seven being overturned, of which two caught fire. The occupants were incohered, the flames driving back the rescuers, who witnessed agonising scenes.

Bonfires of the wrecked wood-work threw a lurid light on the gangs of workers and processions bearing the bodies of the wounded to ambulances.

MISHAP TO STEAMER.

London, September 18.
Reuter's correspondent at Salonika wires that the British steamer Carrowmore, while trying to cross a mine field at Cape Kara without a pilot, collided with a mine, was badly damaged and had to be beached.

THE CHINESE REPUBLIC.

UNPOPULAR GOVERNOR.

(From Chinese Sources.)

Shanghai, September 18.
The Provincial Council of Chihli is strongly opposed to Fung Kwok-cheung, the new Governor General. The latter, by way of retaliation, attempts to dissolve the Council.—"Shat Po."

THE RAILWAY SCHEME.

Shanghai, September 18.
Wong Ching-wai has telegraphed to Dr. Sun Yat-sen stating that a French merchant favours the railway scheme and is desirous of taking shares in the enterprise.

IRON MINING.

Yuan Hsueh-ting has asked the President's permission to open up the iron mines throughout China. President Yuan has directed him to approach merchants so as to form a company to make the enterprise a semi-official concern.—"Shat Po."

SUPPORT FOR DR. SUN.

Peking, September 18.
The societies in the different provinces have telegraphed to the Central Government supporting the railway scheme as proposed by Dr. Sun Yat-sen.

On the 17th inst., Dr. Sun Yat-sen proceeded to Shan-si province, being protected by troops under the command of Yuan Hsueh-ting and Chin Shueh-lun.

STRAIGHT TALK.

The British Minister at Peking is alleged to have declared that the Chinese are ignorant of the importance of diplomatic dealings. He is also credited with saying that the raising of loans cannot be accomplished with secrecy and that Great Britain will never do anything in contravention of the policy of the International Banking group.

POLITICS AND BANKING.
General Huang Haing is attempting to form a union of all the political parties with the object of starting a bank.—"Shat Po."

TELEGRAMS.

WARSHIPS V. AIRCRAFT.

IMPORTANT DEVELOPMENT.

Reuter's
[Service to the "Telegraph."]
London, September 18.
It is stated that in addition to armoured docks, British warships are to be equipped with 4-inch guns capable of shooting aircraft at a height of 9,000 yards from an angle of 90 degrees and at a height of 4,500 yards from a distance of four miles.

NEWS FOR BUSY MEN.

TELEGRAMS.

THE NEWS CONDENSED.

At cricket, the Rest of England defeated Yorkshire, the champion county.

Ten members of the Australian cricket team have left England for America.

General Rawlinson fell from his horse during the Army manoeuvres and broke a leg.

Mr. F. E. Smith has declared that the Government is solely responsible for the recent riot at Belfast.

The Ulster demonstrations have opened at Enniskillen, Sir Edward Carson being given a warm welcome.

The report that Italy is negotiating a loan with a view to handing over to Turkey £20,000,000 is denied.

The deaths are announced of Sir Horatio Davies, Major William Edwards, V.C., and Admiral Sir Vessey Hamilton.

The "Frankfurter Zeitung" accuses the French Press of being provocative towards Italy since M. Poincaré's visit to Russia.

The first of four volumes of a biography of Mr. Lloyd George has been published. It shows that he was an ambitious youth.

Most elaborate arrangements are being made for the signing of the Covenant at Ulster on the 29th inst. It is expected that 80,000 will sign.

The railway disaster at Ditton was caused by the engine becoming derailed. Fifteen were killed and 48 injured, several being burnt to death.

The opposing armies in the manoeuvres are now concentrated and a battle is imminent in East Anglia. The Territorials are playing an important role.

The Australian cricket captain has stated that at present the English cricketers are immeasurably superior to both the Australians and the South Africans.

In consequence of the expulsion of a member for encouraging pickets, several branches of the Railwaymen's Society have demanded the committee's resignation.

An agreement has been concluded between Canada and the Imperial Government whereby British Consuls will furnish Canadian business men with foreign trade reports.

There was a renewal of the uproar in the Hungarian Parliament yesterday, when the Minister of Commerce was felled to the ground in a fight. The appearance of the police ended the disorder.

NEWS FOR BUSY MEN.

TELEGRAMS.

THE NEWS CONDENSED.

The late General Nogi has been buried at Tokyo with great military honours.

Fierce engagements have been fought at Derna between the Italians and the Arabs.

Prince Arthur of Connaught has invested the Mikado with the Order of the Garter.

Through the breach-block of a large gun on H.M.S. King Edward blowing out during gun practice, one man was killed and several injured.

LOCAL.

J. K. Mikulec, the famous walker, leaves Hongkong tomorrow for Singapore.

A fire is reported to have broken out in a cowshed at Shung Shui and, in consequence three cows, valued \$70, were burned to death.

The N.D.L. Prinz Ludwig is expected to-night at about ten o'clock. It is supposed that she encountered a typhoon on the way from Shanghai.

Edward Foster, H.M.S. Tamar, was fined \$3 for disorderly behaviour and \$10 for the assault on P.C. Cotton, whom he kicked in the stomach.

The hearing of the Opium Farmer's application for the \$24,000 worth of opium found on board the Yuan Sang, has been postponed for a week.

On being given a hint to-day by Mr. E. A. Irving, at the Police Court, that if he remanded the case and found their denials untrue, he would fine them more heavily, two defendants pleaded guilty.

The Peak "burglar," now in charge, is said to have confessed to being responsible for all the burglaries on the Peak, except that at the residence of Mr. Ho Tung. It is also stated that he claims to have worked single-handed.

Two men and three women were brought before Mr. C. D. Melbourne at the Police Court, this morning, charged with (in the case of the men) harbouring, and (in the case of the women) procuring ten girls for the purpose of prostitution. A remand was granted.

The increasing business of the Nippon Yusen Kaisha's boats has necessitated the building of a special launch for the use of passengers by this line. The new craft has been constructed by the Hongkong and Whampoa Dock Company and will be ready in a week.

A man was charged to-day at the Police Court with stealing fifteen pieces of clothing from a passenger on the Kwong Sai and with returning from banishment. He pleaded not guilty, though Inspector Fenton said that he had pleaded guilty to the second charge in the charge room. He was found guilty on the first charge, and sentence was reserved.

Shanghai has secured the first win of the interport contests, defeating Hongkong rather easily in the 440 yards race last evening. The race took place in the harbour just outside the building of the V. R. C. and was witnessed by a large crowd. Hongkong entered three men against Shanghai's two, the man being A. Claxton. L. O. B. Souza and F. Cruz for Hongkong, and K. MacGill and Berthel for Shanghai. The race was rather easily won by Shanghai.

Notices



**FINEST OLD DUTCH
GIN & LIQUEURS.**



FINEST OLD SCHIEDAM

\$14.00 per Case of 12 Quarts
INCLUDING DUTY.

SAMPLE BOTTLES FREE
LIQUEUR GLASSES

GRATIS

to regular buyers on application
to the

SOLE AGENTS FOR SOUTH CHINA.

MAC EWEN, FRICKEL & CO.,

4, DES VOUEUX ROAD

**THE
SCIENCE OF ADVERTISING.**

Advertising is both a science and an art. We have studied that science.

Do you know the ART?

Can you write a catchy ad.—very few can.

A good ad. is one that catches the eyes, then holds the attention.

Can you do it? We can.

Let us write your ads. for you, insert them in any paper you fancy, but let us write them for you, we like it, that will be our recompense.

Choose your paper, put them in, watch results. **ADVICE:**—Insert them in the paper with the largest circulation—that is the secret of judicious advertising.

All the papers have the largest circulation, if you doubt it, ask them; then tell us, what they tell you.

The other fellow is losing all the money. True; that is the reason he is able TO KEEP UP the advertising rate!

THEY KNOW that the other fellow is losing money hand over fist, if YOU doubt it, ask them, they will tell you candidly; "it is quite true."

The cheapest ad. is the dearest. Why? do you know your business and ask why?

Do you advertise because of friendship? No? To reach the people? Yes, yes, that is the reason. It can only be accomplished by advertising in the paper that has the largest circulation. But if they all have the largest circulation, I must advertise in all the papers. Quite so. If you think

Shipping

**BRITISH INDIA S. N.
CO., LTD.**

NEW FORTNIGHTLY SERVICE OF STEAMERS BETWEEN
Kobe, HONGKONG AND RANGOON.

EASTWARD.

The S.S. "FULTON," 4,154 tons, Captain Tallent, will be despatched for YOKOHAMA and KOBÉ on the 20th September, at daylight, to be followed on the 12th October by S.S. "ITOLA," Captain Tucker, taking Cargo and Passengers at current rates.

WESTWARD.

The S.S. "MUTTRA," 4,044 tons, Capt. H. Carey, now here and ready to load 10th inst. will leave HONGKONG for SINGAPORE, PORT SWETENHAM, PENANG and RANGOON on the 23rd September, at Noon, followed by S.S. "OKARA," 5,201 tons, Captain A. J. Evans, on the 4th October, at Noon, taking cargo and passengers at current rates. The above Steamers have excellent saloon accommodation for passengers and are fitted with all modern conveniences. For Freight or Passage, apply to

JARDINE, MATHESON & CO., LTD.,
AGENTS.

Telephone No. 215,
Hongkong, 17th September, 1912

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Notices

**THE LEEDS FORGE CO.,
LTD., LEEDS.**

Specialists in the Manufacture of RAILWAY ROLLING STOCK
of every description.

Pioneers in the Design and Manufacture of
PRESSED STEEL UNDERFRAMES and BOGIES and ALL-
STEEL RAILWAY WAGONS.

The Undersigned have been appointed Sole Agents in
Hongkong and China.

**THE RAIKOJ DICKYARD & ENGINEERING CO.,
OF HONGKONG, LTD.**

Agents,
BUTTERFIELD & SWIRE.

Hongkong, 23rd September, 1911.

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Hotels.

HONGKONG HOTEL
A LA CARTE GRILL ROOM.
Now Open.

Hongkong, 20th April, 1911.

J. H. TAGGART,
Manager. [25]

GRAND HOTEL.

NOTED FOR THE BEST FOOD, ACCOMMODATION, CLEAN-
LINESS, AND COLD DRINKS.

UNDER EUROPEAN SUPERVISION.

Tel. 197.

F. REICHMANN, Proprietor.

[22]

ASTOR HOUSE

(LATE CONNAUGHT HOTEL)
QUEEN'S ROAD, HONGKONG.

CENTRALLY situated, up-to-date Hotel, Recently renovated, and under
entirely New Management. Large and Comfortable Rooms, Excellent
Cuisine under the supervision of an Experienced FRENCH CHEF, and
separate Tables, Hot and Cold Baths, Electric Light throughout. Terms
moderate, First-Class accommodation for Families and Tourists.
For particulars and rates apply to PROPRIETORS.
Telephone, 170 Telegrams "Astor."

[24]

OPEN AIR SKATING RINK

at
BELLE VIEW HOTEL

Telephone No. 967.

Sessions: 10 A.M. to 12 NOON. 2 P.M. to 4 P.M. Admission 25 cents
5 P.M. to 8 P.M. 9 P.M. to 11 P.M. Admission 50 cents.
String Band will play at the above Hotel every Sunday, commencing from
4 p.m. to 10 p.m.

W. GALLAGHER, Manager. [22]

**KING EDWARD
HOTEL.**

A FIRST CLASS HOTEL.

Under European Management.

Electric Light and Lifts.

Latest Improvements.

Reasonable Rates.

Telephone 378.

H. HAYNES,
Manager.

Hongkong, 1st Aug., 1912. [55]

**THE TAIWAN
RAILWAY
HOTEL.**

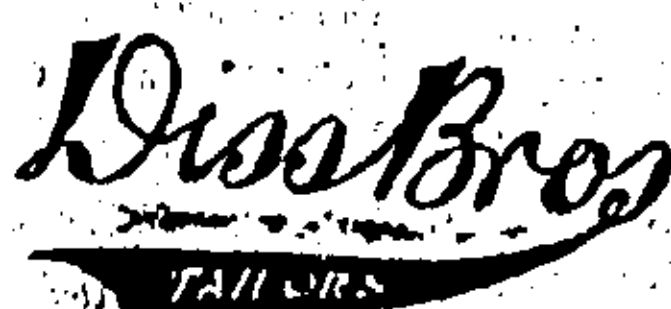
TAIPEH, FORMOSA.

Under the Direct Management of the
Taiwan Railway Dept.

EXCELLENT CUISINE AND
GOOD SERVICE. RATES
6 YEN AND UP.

Uniformed hotel porter meets all
trains and steamers. Luggage are
ranged for without any trouble to
guests.

Hongkong, 1st Feb., 1912. [132]



1, WYNDHAM STREET (Flower St.) ESTABLISHED 1900. [43]

GREEN ISLAND CEMENT

COMPANY, LIMITED.

PORTLAND CEMENT

In Casks of 375 lbs. net.

In Bags of 250 lbs. net.

SHEWAN TOMES & CO.

General Managers.

Hongkong, 14th August, 1901. [24]

THE FAMINE IN CHINA.

EIGHT Famous Districts with an
area of 20,000 square miles.
TWO and a half million people
facing starvation.
PLEASE SEND YOUR CONTRI-
BUTION TO-DAY.

IT WILL HELP TO SAVE LIFE.

To: Mr. H. C. GULLAND, Secy.,
Manager, International Banking Cor-
poration, Shanghai.

Hongkong, 24th August, 1912. [131]

Notice

**GUINNESS' STOUT,
THE WELL-KNOWN
"HORSEHEAD,"**



BRAND.

Sole Agents,

CALDBECK

MACGREGOR & CO.

HONGKONG, SHANGHAI, SINGAPORE, TIENTSIN
and KUALA LUMPUR.

Hongkong, 25th January, 1912

[46]

DRAGON CYCLE DEPOT

The LAST WORD in Motor Cars "THE OVER-
LAND," America's Best, a THUNDERBOLTHIGH
CLASS, well finished car, at a moderate price.

Sole Agent

DRAGON CYCLE DEPOT.

Entertainment

VICTORIA THEATRE.

Two Performances Nightly.

THE GREAT FILM

TOM BULLER.

GREAT SUCCESS

of

DALEY and PATSY.

Debut at Matinee on SUNDAY,

10th, 6 p.m. of the Great sorobets

The S.I.A.R.

Hongkong, 14th Sept., 1912. [562]

**WM. POWELL,
LIMITED.**

PHONE 346

**SMART
FURNISHING
FABRICS.**

PLAIN CASEMENT
CLOTHS

FAST WASHING COLORS

AND
FADELESS.

LARGE SELECTION
OF

TRIMMINGS

William Powell,

Limited

FURNISHER.

FOR SALE.

OLD CHINA CURIOS.

A fine lot of China Vases!

1. Song dynasty (Ming Dynasty)

2. Hong Kong black ground with red birds.

3. Hong Kong black ground with red birds.

4. Hong Kong black ground with red birds.

5. Hong Kong black ground with red birds.

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16. Hong Kong black ground with red birds.

17. Hong Kong black ground with red birds.

18. Hong Kong black ground with red birds.

OUR
CONTEMPORARIES.

South China Morning Post.

Labourers Who Toll Not.
Manila unquestionably suffers
from the native leader. The Filipino
is a born agitator, while there is
no reason why the workers should
not combine to protect their own
interests, there assuredly is no
reason why they should not elect
as their counsellors men of proved
probity and of mental and
moral stamina. Governments
have to guard the greater inter-
ests of communities, and it would
be distinctly unfair if a band of
vigar and cigarette workers were
to set back the clock of pro-
gress in the Philippines as to
inflict punishment on industries
and communities that are not
interested in a sectional struggle.

China Mail.

Ulster in Earnest.

We cannot believe that English
Liberals, and English Noncon-
formists, will at the last moment
remain deaf to the appeal of a
people whose loyalty to Great
Britain has been the one constant
factor in the troubled politics of
Ireland. But there is very real
danger of drifting into the
gravest trouble through failure to
appreciate the true temper of the
North of Ireland. If the recent
Boyau celebrations, singularly
impressive in their robust but
calm confidence to all who know
the Irish Protestant, compel Eng-
lishmen to accept the situation
in its full significance, they will
have fulfilled a purpose far more
useful than that served by most
political demonstrations. That
Ulster is in earnest, grim and
deadly earnest, it is of the last
importance for all parties to re-
cognise.

Daily Press.

The Home Rule Question.

Bearing in mind the views to
which Mr. Churchill has recently
given expression on the subject
of devolution, the conclusion
might be drawn that the plea for
separate treatment for Ulster
would receive sympathetic con-
sideration in the Cabinet. It has
to be borne in mind that the Ul-
stermen are largely an alien race.
When James I. resolved to re-
model the province of Ulster he
caused the ancient possessors to
be removed and introduced a
Colony of English and Scottish
settlers in their stead. This city
of London was peculiarly active
in promoting this plan. Those
settlers became the founders of
most of the principal families
now residing in that province,
and their claim to remain a com-
munity in which they were born
is one which appeals with peculiar
force. In this historical fact we
have the key to the whole situa-
tion and the Irish problem may
be regarded as one which, like
the poor, will be always with us.
The pacification of Ireland is a
laudable aim for any Govern-
ment to set before itself, but we
do not believe that happy con-
summation is to be attained by
setting up a separate Parliament
in Dublin.

**LOYD-GEORGIAN
FINANCE.**

We women really should take
more interest in financial matters,
especially those of a personal and
national kind, says the "Gentle-
woman." We need to know more
than we do about the nature and
stability of our own investments
and should take particular in-
terest in the causes which affect
them—causes that are even
political. We hear that capital
is being driven out of the country
by the policy of the present
Government, and one of my
readers sent me the annual report
the other day of the Sun Life
Assurance Society, which show
that under the head of assets they
possessed "Foreign Government
Securities" to the extent of
£347,000, while the next line,
headed "British Government
Securities" had the word "nil"
printed thereby emphasising the
amazing fact that the directors
of this great institution took credit
for having and investing in
British Government Securities
while at the same time they
were not investing in any of
them.

FOR SALE

BOX'S EXCHANGE TABLES.

1/8 To 1/10

APPLY

HONGKONG

TELEGRAPH

GENERAL NEWS

Chinese Tariff Revision.

The tariff revision question has been taken up by the Waichiao Pu and Maritime Customs. The foreign Diplomats have all been notified says the "Peking Daily News." The Waichiao Pu will draft the treaties and negotiate directly with the foreign representatives here.

King Manoel.

It is stated that King Manoel is staying at Folkestone for the sake of his health, which has not been quite satisfactory for some time, and he is living very simply in a picturesque, ivy-covered house with balconies facing out to sea. His Majesty's visit has given the keenest pleasure in the town, where his gracious bearing has not gone unobserved, and he has also attended one or two local functions. Recently, says the "Pall Mall," he presented the prizes at the tennis tournament.

The South African University Scheme.

Lately have been important conferences in London on the subject of the establishment of a South African teaching university. A sum of £500,000 was left by Mr. Alfred Beit and Sir Julius Wernberg for such an institution at Groote Schuur and towards the carrying out of Mr. Cecil Rhodes's original idea, which never materialised during his lifetime.

Abolition of a Military Secretaryship.

It is understood, says the "Advocate of India," that the post of Military Secretary to the Maharaja of Mysore will shortly be abolished. When Col. Geoffrey Jones takes leave, his brother, Col. Aubrey Jones, late of the 20th Deccan Horse, would be appointed Military Assistant to the Yuvraj and all the Mysore Military Department, embracing the Imperial Service Transport Corps; the grass farm, the Hunnur cattle depot, Government House at Mysore, etc., will vest in the Yuvraj.

Villages Ruined by Trippers.

The Bishop of Southwell, addressing a large congregation in the parish church on his visitation to Buxton, said that on the borders of Manchester and Sheffield there were villages that were simply ruined by the tripper. Men and women came out in droves, carrying spirits and beer and oftentimes arriving the worse for drink. It made the clergy broken-hearted because Sunday after Sunday there was pandemonium in their streets.

Learning by Travel.

Applications are invited by the committee of the Hodgson Pratt Memorial for the travelling scholarship of 20 guineas they offer this year. The idea of the scholarship is that intelligent young manual workers should be able to study the social and industrial conditions of their countries, and write their impressions for the benefit of their fellows at home. Applicants must be men or women between the ages of 21 and 35 years, and regular workers in some trade or handicraft.

The Wives' Brigade.

Gairo, a small Sardinian township, in the neighbourhood of Cagliari, has lately attained fame owing to the Charge of the Wives' Brigade. Four hundred women, exasperated at the slothfulness of their spouses in face of increased local taxation, resolved to make an impression on the authorities. They stormed the Town Hall, broke down the doors, and proceeded to ransack the archives. The Brigade yielded only when the men had actually constituted themselves a deputation of protest, and had been marched by their better halves to the threshold of the Prefect's office.

Child Carried Off by a Wolf.

A week or two ago the two-year old daughter of a Korean living in Sansongdong, was carried away and eaten by what is described as a mountain dog, but is more likely to have been a wolf. The unfortunate child was lying fast asleep with her mother outside the house, as the night was very hot. The eight-year old daughter of one Kim Myongsol, of Chindongdong, was also seriously wounded by an animal of the same kind the following night while sound asleep outside her room. The "Seoul Press" states that the police authorities have forbidden the inhabitants to sleep outside their rooms even on hot days.

CHINESE IN BURMA.

Some Explanations of the Increase.

In the Burma Census report an interesting reference is made to the number of Chinese in the Province. This has apparently risen from 62,486 in 1901 to nearly 123,000 in 1911, practically a doubling of the population in ten years. The "Englishman" remarks that the main explanation of this large increase is that the Census limits have been extended over regions on the Chinese border, upwards of 34,000 being thus accounted for. The number that actually immigrated into Burma was just under 22,000. The disparity of the sexes, which has been frequently commented upon, is as remarkable as ever. There are only some 17,000 female Chinese in the whole Province. The Census officer states that the extreme disparity in the numbers of the sexes is accompanied by a large degree of inter-marriage between the surplus Chinese males and the women of the Burmese race. Such marriages are regarded with great favour, and in contradistinction to the result of inter-marriage between the Burmese and the Indian races, the fusion of Chinese and Burmese strains is generally considered to be a most advantageous racial combination. But a curious result of the Burmese-Chinese marriages is that the disparity of the sexes is enhanced in an extraordinary degree. The custom has become firmly established that the male children shall assume membership of the Chinese race, while the females are regarded as Burmese. It is added: "Curiously enough, this custom is not apparent from the statistics for 1901 from which it would appear that the number of Chinese females born in the country exceeded the number of males. This anomaly is probably due to the jealousy with which the Burmese born Chinamen insist on his Chinese nationality, even to the extent of assuming that he was born in China, to remove any possible doubts on the subject. The figures for 1911 afford a much more correct representation of a well-known fact, the number of Chinese males, born in Burma, being 14,880 as against 6,698 females." So long, then, as males and females of identical parentage assume different racial designations, the disparity will continue. In Burma, as in other parts of the world to which Chinamen emigrate, the female element in their ranks is very small; and this is likely to continue to be the case.

A SHORT WAY WITH STRIKERS.

Before setting down what seem to be the conclusions to be drawn from Australian experiences of industrial arbitration, some mention must be made, says a London Exchange, of a bill which, though it never became an act, certainly settled a strike in very short order. In 1902 the railway workers of Victoria entered upon a strike, although they were employees of the state and had all the advantage promised by state Socialism. The Irvin Government acted with great determination. The strike-suppression bill which it drafted and passed through the lower house made every action calculated to encourage the strike a crime. To subscribe to a strike fund, to write or speak in sympathy with the strikers, to be present at a meeting in their favour, to speak insultingly of any one taking the place of a striker—all these were declared to be offenses punishable with imprisonment. The provisions of the habeas corpus act and of the jury act were suspended, so that the Government could have held suspects without trial, and could, if it had chosen, have constituted a star chamber before which all strike offenders would have been brought and committed. Fortunately the bill never needed to become an act. The strikers' leaders gave way unconditionally and the bill was dropped. Afterward heavy penalties of loss of civil rights, loss of seniority in the service and loss of employment were inflicted upon the leading strikers.

HOW CONGRESS SQUANDERS MONEY.

The last annual report of the Secretary of the Treasury contains some startling figures relating to the cost of administering our customs service, writes Mr. Fuller in "Lippincott's," due to the maintenance of ports of entry and minor offices connected therewith at points where they are not justified by the amount of federal business which is transacted. The United States maintains one hundred and sixty ports of entry where customs are collected. It is interesting to see just what it costs the government to collect its customs at certain of these ports. The most striking example is the port of Alameda (Elizabeth City), N.C. For the fiscal year ending June 30, 1911, \$53.36 was collected at this port. It cost the government \$2,867.21 to collect this amount. In other words, the government expended \$534.92 for each dollar it collected at Elizabeth City. At Natchez, Miss., the aggregate receipts were \$4.50 and the expenses were \$578.15. The cost for each dollar collected at Natchez was \$128.47.

At Beaufort, N. C., it cost \$35.43 for each dollar; at Kennebunk, Me., it cost \$43.68 for each dollar; at St. Mary's, Ga., \$30.66; at La Crosse, Wis., \$14.80; at Coos Bay, Or., \$15.26; at Branshear, La., \$109.61.

Compare these figures with the statistics of the port of New York, the largest port of entry in the United States, where it costs the Government only two and one-fifth cents for each dollar collected. Isn't it about time to consolidate or abolish a few of our numerous ports of entry? Why so many ports of entry on the coast of Maine? Why a port of entry at Alexandria, Va., and another across the Potomac river, but four miles distant, at Georgetown D. C.? Why pay \$5.57 for each dollar collected at Annapolis, when we have a port of entry at Baltimore? At Annapolis we collected \$57.25 in the last fiscal year, and at Baltimore the customs collections amounted to \$4,769,302.80. What private individual would maintain the Annapolis port to collect \$57.25?—Hubert Bruce Fuller in "Lippincott's."

Prepaid Advertisements.

ONE CENT PER WORD for each insertion.

WANTED:

BOARD AND RESIDENCE in private family wanted by gentleman. State particulars to "Boarder," c/o "Hongkong Telegraph," Hongkong, 1st Sept., 1912. [673]

FURNISHED HOUSE in Kowloon, 4 or 6 rooms, in or near Nathan Road for about 6 weeks. Apply by letter to "D," Room 202, H.K. Hotel, Hongkong, 8th Sept., 1912. [672]

ENGLISH, German or Eurasian girl wanted as nurse for one child. Apply K. T. c/o "Hongkong Telegraph," Hongkong, 31st August, 1912. [629]

LOST.

A Black and White Japanese pup, 3 to 4 months old, answering to the name of "Nikko." Finder please return to "Bay View," Kowloon, or Noronha & Co., Hongkong, Hongkong, 18th Sept. 1912. 676

TO LET.

'ALTORIA' No. 50, Robinson Road, with Garden and Lawn; moderate rental. Apply to COMPRADORE, Holland China Trading Co., Hongkong, Sept., 17th 1912. [671]

MODREENAGH, 21 The Peak, for six months from 1st November. Apply Property Office, Jardine, Matheson & Co., Ltd., Hongkong, 3rd Sept., 1912. [659]

TO LET LARGE substantially built, Godown situated on water front East Point. For further particulars apply Property Office, Jardine, Matheson & Co., Ltd., Hongkong, 18th Aug., 1912. [588]

TO LET on 2nd Floor No. 2, Pedder Street. One room & Office. Apply Property Office, Jardine, Matheson & Co., Ltd., Hongkong, 22nd May, 1912. [581]

To Entertain 50 Chinese Commissioners. A Detroit paper reports that Mr. Robert Dollar visited there recently to arrange for the entertainment of fifty commercial commissioners from China, who are expected to tour the United States in May next year.

Notice

NATURAL SHAPE
CORK TIPPED

PALL MALL
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The 10,000 UNDERWOOD TYPEWRITERS sold to the Western Union Telegraph Company, if placed side by side, would extend a distance of 2 2/5th miles. It would require 9 minutes for a street car running 16 miles an hour to pass this line of UNDERWOODS.

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The rates per quarter and per month, proportional. Subscriptions for any period less than one month will be charged as for a full month.

The daily issue is delivered free when the address is accessible to messenger. Peak subscribers can have their copies delivered at their residences without any extra charge. On copies sent by post an additional \$1.80 per quarter is charged for postage.

The postage on the weekly issue to any part of the world is \$1.00 per quarter.

Single Copies, Daily, ten cents. Weekly, twenty-five cents (for cash only).

Advertisements and Subscriptions which are not ordered for a fixed period will be continued until countermanded.

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The object of this paper is to publish correct information, to serve the truth and print the news without fear or favour.

Cable Address: Telegraph, Hongkong.

Telephone: No. 1. A.B.C. 5th edition. Western Union

The Hongkong Telegraph.

HONGKONG, THURSDAY, SEPTEMBER 19, 1912.

ON THE READING OF FICTION.

The Librarian of one of London's public libraries has made the statement that because there is a decrease in the issue of books from public libraries, people are growing more serious. But this does not follow at all. There never was a time when so much fiction was published and bought and read; only, it appears in the form of cheap reprints which are rapidly read. People no longer purchase the expensive novels, and only a few of them, comparatively speaking, go to the libraries for them. Yet fiction is read; good fiction, bad fiction, more fiction than ever was read before, and, if the reading of fiction may be regarded as a proof of want of seriousness, the public is less serious than ever it was. But may fiction be so regarded? Is there not, after all, a word to be said in its favour—a rather strong word at that? We submit that there is.

It is idle to cry down fiction reading generally as a waste of time. That depends entirely upon the kind of fiction that is read and upon the amount of time that is spent upon it. In any well-ordered scheme of reading fiction must take a place. But the man or woman who has culture enough and taste enough properly to arrange a scheme of reading will see that fiction does not occupy too great a place; will make certain, too, that the fiction read is sane and healthy. Between the novels of Scott, charged with his magnificent genius and strong sanity, and the unhealthy, introspective, often neurotic, fiction foisted upon the reading public to-day, is a wide gulf fixed. He does not ask you to consider a sexual problem. There is, in his fiction, the tang of the pine of his native land—strong and health-giving. And Scott is only one of many masters who have stood the test of time and whom no cultured man has left unread. So the reading of fiction cannot always be set down as a sign of mental weakness and a harmful waste of time.

Even cheap reprints may be useful, for there are many paper-covered editions of the masters. Of late years hundreds of thousands of people have read Scott and Thackeray and Dickens and George Eliot to whom these authors were formerly but names. And, even where people read trashy novelettes, may not a word be said in their favour? Is it not a good sign that they do actually read some thing? May not that be the first groping towards better things? Yet, again, what if it is not? What if the tawdry sentiment, the tinsel, and the cheap trimmings of rubbishy fiction are tremendously real to many poor creatures living lonely and dreary lives of constant drudgery? The reading of such fiction lifts them from their sordid surroundings, lifts them entranced to the blue of a heaven higher than they could otherwise reach, gives them to dream pretty dreams for a space. We admit that too much fiction-reading is like unto too much champagne-drinking. But we are not with those who cry it down as wholly bad. To read even a trashy novel is better than to read nothing at all.

DAY BY DAY.

Something far more radical than almsgiving is required if poverty, want, and sickness are to be appreciably lessened.

Load of Sandal Wood.

\$225 were paid at the Police sale, to-day, for a load of sandal wood.

Dumped.

The body of a female child has been found on the steps of the Italian Convent, Wanohai.

Mr. Bruce in Hongkong.

Mr. B. D. Bruce of the Maritime Customs, Swatow, is staying at the Hongkong Hotel.

Pasir Panjang Murder.

Chan Kam, who was arrested in Hongkong for murder has been committed for trial at the Singapore Police Court.

Mails Arrived.

The following mails arrived to-day:—s.s. Kutsang from Calcutta and Singapore; s.s. Linan from Shanghai, with the Siberian Mail.

In a Typhoon.

The s.s. Tung Shing reports "Strong N. N. O. wind from Yungtow to Foochow; anchored for forty hours during a typhoon."

The Prinz Ludwig.

The N. D. L. s.s. Prinz Ludwig will probably dock to-night at about ten o'clock. It is supposed that she encountered a typhoon on the way from Shanghai, but no details are known at present.

Fire in Cowshed.

A fire is reported to have broken out in a cowshed at Shung Shui, and in consequence three cows valued \$70, were burned to death. The fire is supposed to have been caused through some live ashes which were deposited in the corner of the cowshed, blowing on to some dried grass.

World Walker Leaves.

J. K. Mikuloc, the world-walker leaves Hongkong to-morrow for the German mail for Singapore. He has been unable to arrange lectures in Hongkong and is consequently leaving for the southern port, to walk through the Malay Peninsula, through Burma to Ceylon, and then across to Bombay. His original itinerary included a walk from Canton to Calcutta through Yunnan, but he has acted on advice, that the country is too unsettled, and has therefore chosen the other route.

VOLUNTEER ORDERS.

The following corps orders have been issued by Major D. Macdonald:—

Artillery Battery:—Parade at Headquarters at 5.30 p.m. Monday, 23rd, Squad Coy. Drill; Tuesday, 24th, Specialists; Wednesday, 25th, Standing Gun Drill; Friday, 27th, Semaphore Abbreviations. Lecture on Tuesday, Ammunition; Friday, Gunnery.

Engineer Company:—Monday 23rd, Squad & Coy. Drill; Tuesday, 24th, instruction in Field Telephone; Wednesday, 25th, Technical drill at West Fort; Kowloon; Friday, 27th, Semaphore Signalling. Lecture on Tuesday and Friday, Mechanism & Jams.

Machine Gun Company:—Monday, 23rd, Squad & Coy. Drill; Tuesday, 24th, M. G. Drill and instruction in Range Finding; Wednesday, 25th, Machine Gun Drill & Mechanism; Friday, 27th, Semaphore Signalling. Lecture on Tuesday and Friday, Mechanism & Jams.

Joined:—The following members having joined the Corps are allotted Corps Nos. and posted as follows:—1338 Pte. R. Kennedy, 1344 Pte. O. Hodgson, 1349 Pte. W. R. B. Thurstield, 1350 Pte. J. G. G. Ferguson to Scouts Co.; 1339 Pte. S. H. West, 1340 Pte. J. D. Watt, 1341 Pte. F. H. Smith, 1342 Pte. W. P. Hadley, Centre Section M. G. Co., 1343 Pte. B. A. Stanford, 1347 Pte. F. G. White, Howt. Section, 1345 Pte. J. Morris, 1346 Pte. W. A. J. Cooper, Left Section M. G. Co., 1348 Sapper T. F. O'Sullivan, Engineer Company.

Resigned:—Pte. W. Waterhouse, Scouts Co., is permitted to resign, with effect from 10th instant.

Parades:—The parades ordered for Friday, 20th instant are cancelled.

MONEY IS SCARCE.

U.S. Capital is Slow in Coming to Philippines.

Mr. F. P. Williamson, of the Port Banga Lumber Company of Manila said to-day in a personal interview with a representative of the "Telegraph" that:

"United States capital is slow in forthcoming for any work that tends to develop the Philippines. I suppose that the reason is that our people at home do not realize the possibilities.

Possibilities there are, and many of them, and a great many things that could be invested in,—with surety of large returns—

are allowed to slide. "For instance my own business,—lumber,—is not being pushed because of the lack of U.S. Capital. While there are many small mills scattered throughout the different islands, there is not one that would, out a Pacific coast's mill output in a year.

I've read a lot, and been told a lot about the troubles that we are supposed to have with our workmen, but we have found no difficulty in handling them,—after,"—Mr. Williamson emphasized the "after,"—"we have learned their customs and habits.

Another trade, that has great possibilities, is that of cocoa nuts. The public,—I mean our American public,—don't know a thing about it, and Mindanao offers all kinds of inducements.—There is nothing done because of lack of U. S. Capital! I have lived on the island for 13 years and I am therefore able to speak from experience.

"Neither English nor German money hesitates when a sound business proposition is offered, but American cash does not seem to be at all interested.

"There are now two Englishmen on Mindanao looking up cocoa nut and rubber plantations. They represent English money! A Scotch Company has just taken up an immense tract of land in the Cotabato district, and have planted thousands of rubber and coconut trees.

"A German Company is planting rubber trees on a large scale, across the Straits from Zamboanga. A Swiss Company is doing the same thing twenty miles up the coast from Zamboanga, and they are raising,—as a catch-crop between the trees,—100 bushels of Indian corn to the acre (This seems a rather heavy yield.—Ed.)

"It seems a pity that foreign money should have all the increment of American soil."

When asked as to his views of politics in the Philippines and in China, Mr. Williamson said:

"There is so much politics down our way that we haven't time to worry about Chinese affairs.

"We are so afraid that there is a chance of a Philippine Home Rule that we don't know what to do!"

Continuing, Mr. Williamson said:

"There isn't a lumber mill in all the islands that does not need money; if we must have foreign capital, we must, and that is all that there is to it. Hongkong?—Oh I like it alright,—Indeed I can say that I like it better than any city that I have seen in the Orient East, and I have found, through years of experience, that the Chinese Merchant is the best to do business with. He may be the driver of a hard bargain, and haggle you down to the last cent, but once the deal is on, his word is as "good as gold."

Mr. Williamson returns to the Philippines on the 21st.

THE "PEAK BURGLAR."

Said to Have Confessed to all Burglaries But One.

We have been informed that the Peak "burglar," as he is called, since he was captured in the house of Mr. E. A. M. Williams, has confessed that he is the man responsible for all the burglaries that have taken place recently on the Peak, with the exception of the one at the residence of Mr. Ho Tung.

It is also stated that he claims to have worked single-handed, though it cannot be definitely stated where all the goods were disposed of.

There is a rumour that he has admitted that the articles he was successful in taking from the houses during his nocturnal visits were pawned or sold in Canton.

AMENDED STATEMENT.

Theft from Passenger on the Kwong Sai.

A man was charged before Mr. E. A. Irving, at the Police Court, this morning, with stealing fifteen pieces of clothing from a passenger on the s.s. Kwong Sai, and with returning from banishment.

Defendant pleaded not guilty. Inspector Fenton.—He pleaded guilty to the second charge in the charge room, your Worship.

The Interpreter:—He says no, your Worship.

Mr. Irving:—You have a perfect right to amend any statement you have made in, the charge room; at the same time if you plead not guilty to the charge of returning from banishment, I am unable to hear the case myself, and I must commit you to the Criminal Sessions.

The complainant on the first charge said he was shoemaker, living in Canton. He was about to see a friend in Queen's Road West, Hongkong. Last night he was on board the steamer Kwong Sai from Canton to Hongkong. He was sitting on the hatches of the hold. He went away for a moment leaving a bundle behind him near a lady. When he returned he found his bundle missing. He went up to the Indian night watchman to make enquiries. He discovered the defendant with his bundle. He saw the watchman find the bundle in defendant's arms as he was lying down.

Defendant said he did not take the bundle. The Indian asked him if it was his bundle and he replied "no." The Indian then arrested him. There was a row and a man threw the bundle beside him.

The watchman said about midnight he was on the upper deck of the second class. The complainant came, and told him that his bundle of clothing was stolen. He took a lamp and went "forward"; there he found the defendant lying amongst some baskets. He asked the defendant why he was hiding himself, and if the basket was his. He said "Yes."

Mr. Irving:—What is the Chinese for "why are you hiding yourself?"

Witness after some delay said he could not speak Chinese.

Mr. Irving:—Then why did you say you asked him that? Witness, continuing, said that when he arrested the man he cried to be let go.

Defendant said he did not steal the bundle and he had nothing further to say.

Mr. Irving:—Tell the defendant I find him guilty on the first charge but will reserve sentence until I have heard the evidence on the second charge.

The case was then remanded until the 26th.

SIMILAR RINGS.

At the Police Court, this morning, a Chinese was charged before Mr. C. D. Melbourne, with attempting to pawn a silver ring mounted in gold and obtaining \$15 by false pretences, at Wan-chai. Another Chinese was also charged in connection with the affair.

Mr. Shenton, of Messrs. Danson, Looker and Danson, prosecuted, and Mr. Lewis, of Messrs. Johnson, Stokes and Master, defended.

Mr. Shenton said that when handed over to the police the first defendant said he got the ring from the second defendant. He gave two different names and addresses at first. When the second defendant was found and searched he had in his possession a ring exactly similar to the one in question and which the first defendant had attempted to pawn.

\$20 were also found upon him wrapped in newspaper, and it would be proved that the second defendant had pawned a ring similar to that on the 29th August. The same day as this man pawned the ring he had also pawned a pair of bangles for \$20, and his Worship would be told that the twenty dollars were the same as those handed to him an hour and a half previously that day.

There was one charge against the first defendant and three against the second.

Mr. Lewis:—Not guilty to all charges.

The second defendant was the only man who appeared. He was found guilty and fined \$25; the first defendant retained his bail of \$100.

SERIOUS CHARGES.

Alleged Procurement of Ten Young Girls.

Two men and three women were brought before Mr. C. D. Melbourne at the Police Court, this morning, charged with (in the case of the men) harbouring and in respect of the women) procuring ten girls for the purpose of prostitution.

The police stated that there was no evidence to offer to the Bench at the moment and asked for a remand to be granted.

Mr. Davidson, of Messrs. Hastings and Hastings, defended.

The case was remanded, bail being allowed in the sum of \$500 in the case of the men and \$1,500 the women.

Mr. Davidson said the second man was the runner of the boarding house, of which, according to his instructions, the first defendant was the manager. If any charge were proved, his guilt as less. He was asking his Worship to allow him to make the remarks, in order that a smaller bail may be fixed.

Mr. Melbourne:—I only want to make the bail so that the man will appear. You might arrange with the offices.

Mr. Davidson:—I don't know whether it is very material but I am instructed that the man is an opium smoker.

Mr. Melbourne:—I cannot do anything now but I will bear in mind what you say. The bail is the usual amount fixed in these cases.

BOAT PEOPLE CHARGED.

This morning at the Marine Court before Commander C. W. Beekwith, R.N., Young Cho-ong, a boatwoman, was charged with unlawfully failing to licence her boat.

She was fined \$5.

F. O. Eastly charged Chan Yau, a licensed steersman, with failing to exhibit the regulation lights while under way in Victoria Harbour on Sept. 18.

Evidence showed that the craft was sailing in the Southern Fairway laden with sand, and showing no lights.

Defendant, who was said he had both lights showing, was fined \$10.

The same officer charged Fung Yee with unlawfully failing to licence his boat. He was fined \$2.

CRIMINAL SESSIONS.

Four Robbers Sentenced.

The case was concluded late yesterday afternoon at the Criminal Sessions, in which five men stood charged with being concerned in a robbery by two or more. There were other charges against three of the prisoners of receiving as well.

The fourth prisoner, the boy, was found not guilty and discharged. Nos. 1, 2 and 3 were found guilty, and were ordered to do six years' hard labour and receive eighteen strokes of the "cat," whilst No. 5, being convicted of receiving, was sent to gaol for five years' hard labour, his crime being described as being "nearly as bad as the others."

COMMODORE EYRES IN VANCOUVER.

Commodore Eyres, soon upon his arrival at Vancouver, says the "World," stated that the situation in China did not look promising, and trouble was expected in the Celestial Empire.

The republican officials, he said, do not seem to have a good grasp of things, and the general impression is that more trouble threatens. There was considerable trouble in southern China when the commodore left, and large naval expeditions had been sent to Canton to protect foreign property.—The "World," continues: "Commodore Eyres was at Hongkong when the attempt was made to assassinate the new governor, Sir Henry May, took place. He does not think the attempt was part of an organized plot, but the act of an individual. The governor had a very narrow escape from the bullet fired by the would-be assassin."

The real strength of England at cricket is shown by the result of the match between Yorkshire, the champion county, and the Rest of England. The result was almost similar to that of the corresponding match last year, Yorkshire, this year, like Warwickshire, last season, were beaten by over an innings. There may be circumstances which excuse the heaviness of the defeat. Nothing is more likely than that the Rest batted on a good and Yorkshire on a tricky, wicket. But, even if that be so, defeat of the champions so handsomely shows that England is very strong this season and with most of her international players still young she should maintain her supremacy for some time.

NOTES AND COMMENTS.

A Political Split.

The familiarity, which breeds contempt has led, in the case of the Liberal and Labour allies, to what is obviously a bitter quarrel. That this is so, is patent from the fact that the Liberals have designs on Mr. Keir Hardie's seat even. There are two seats at Merthyr Tydvil, the Labourites at present holding one and the Liberals the other. Unionism has never been very flourishing in this constituency, though at the last General Election the Unionist nominee increased his poll by some 2,000 votes, but even then he was 3,000 behind his nearest opponent. It would certainly be interesting to watch happenings in the event of the Liberals carrying out their threat of running two candidates. It is to be noted, too, that the Labour party is to retaliate by trying its luck at Sowerby, where the Liberal member was returned unopposed last time and had a two thousand odd majority in the previous election. This being a manufacturing centre, there is the possibility of a split vote in the event of three candidates, but neither Labour nor Liberal would profit by this. However, the die seems cast, and the next General Election should furnish a plethora of triangular contests.

An Interesting Biography. There is always a special interest attaching to the biography of a person who is still living, and when a man like Mr. Lloyd George is the subject, that interest is doubly great. During the past forty years, no politician—save only Disraeli, Gladstone and Chamberlain—has been so idolized by one section of the British, and so cordially detested by another. (In Mr. Lloyd George's case there is probably a third party, who neither love nor hate, but rather fear him—perhaps with the fear born of a sense of distrust.) But whether partisans or opponents, Britishers, as a whole cannot fail to admire the Chancellor as being a man who has "arrived," as the French say. He has fought a steady, upward battle, never looking back and never allowing his spirit to be dashed by temporary defeat or drawback; and, from being nothing, he has risen to be practically the ruler of England.

Essentially the Politician. The private life and the hitherto little-known milestones in the career of such a man, with which the biography now appearing must necessarily deal, will doubtless engross readers of all shades of political faith. A peculiarity that always strikes us, in connection with Mr. Lloyd George, is that he is the only great Minister of modern times who has been politician, and politician only. Disraeli, Gladstone and Mr. Balfour were, at heart, as much literary men as Parliamentarians; (in the case of the two latter, probably more); Palmerston and Salisbury were great social forces—to use the term in its narrower sense; even Mr. Chamberlain has had other interests besides those of government. But whatever may be said of the failings and the merits of the present Chancellor of the Exchequer, it must, before all things, be conceded that he is a man of politics—solely and single-mindedly.

The Cricket Final. The real strength of England at cricket is shown by the result of the match between Yorkshire, the champion county, and the Rest of England. The result was almost similar to that of the corresponding match last year, Yorkshire, this year, like Warwickshire, last season, were beaten by over an innings. There may be circumstances which excuse the heaviness of the defeat. Nothing is more likely than that the Rest batted on a good and Yorkshire on a tricky, wicket. But, even if that be so, defeat of the champions so handsomely shows that England is very strong this season and with most of her international players still young she should maintain her supremacy for some time.

SPECIAL CABLES.

MONGOLIA AND TIBET.

POLICY OF CONCESSION.

(Our Own Correspondent.)

Shanghai, September 19.
At a secret meeting of the State Council, the Acting Premier stated that he was willing to negotiate with Britain for the maintenance of the status quo in Tibet, and to make certain concessions in Outer Mongolia in the hope of securing Mongolia for the Republic.

THE YAUMATI BOMB CASE.

This afternoon the case against Wu Hou, who stands charged with the murder of a Chinese at Yaumati on the 11th inst., by throwing a bomb, was again gone into by Mr. C. D. Melbourne.

Inspector Cameron conducted the case on behalf of the prosecution, whilst Mr. Sutherland Russ, of Messrs. Goldring, Barlow and Morrell, defended.

Mr. Frank Brown, the Government Analyst, stated that on three packets of metal submitted to him from the police he found faint traces of chlorides and sulphates. He found nothing upon the particles found in the body of the deceased. All the pieces of metal seemed to be the same.

A Chinese constable deposed to hearing the report of a bomb in Woo Sang Street, and to seeing prisoner run away. A man was following him shouting "Save Life." He (witness) joined in the chase after the defendant and, with the assistance of another constable, arrested him. They took the defendant back to where the deceased was lying, and he cried out "Please arrest for me that pretty son Hon." He (witness) asked him if he alone was concerned in the throwing of the bomb and he replied "yes; don't let him go." Defendant tried to seize the other constable, who blew his whistle.

By Mr. Russ: The deceased was at one time a policeman; he knew him.

A woman living at Woo Sang Street stated that she found some of the pieces of metal, exhibited, adhering to a mosquito curtain in the doorway of her house. There was a hole made in the net by something. The metal was found by her foki.

The case had not concluded when we went to press.

LATE TELEGRAMS.

No Intervention in Mexico.

Washington, September 12.—There will be no intervention in Mexico if success crowns the expedition of the 1,200 Madere regulars who are now traversing American territory on route to Douglas, Arizona, and thence into the state of Sonora to Cananea.

While the movement ordered by President Madero is expected to relieve the strained relations between the two countries, and be the means of stopping rebel outrages on Americans and the destruction of American property, it is believed that the rebels will not be completely subdued at least for several weeks owing to the guerrilla tactics of Orozco and Salazar.

In the meantime the War Department will continue its mobilization of troops along the border, and President Taft will keep in close touch with the situation.

Split Threatened.

Washington, September 13.—From present indication Governor John A. Dix will be renominated by the New York Democrats, but his success at the coming state convention will be the party's defeat at the polls in November, according to predictions of the political wise.

Charles F. Murphy, Tammany leader and backer of Governor Dix from the first, insists upon the renomination of his protégé, despite the intense opposition of nearly all the upstate leaders and even a number of influential leaders in Greater New York itself. A split is threatened.

It is charged that Governor Dix has been so spineless, and his administration so colourless, except in obeying the will of Tammany, that the people would reject him and probably the rest of the Democratic state ticket.

"SALOME."

Mr. Allan Wilkie Produces a Much-Discussed Play.

Mr. Allan Wilkie is not lacking in daring. To produce "Salome" in face of all the storm of criticism which it raised at Home is deliberately to challenge failure. But there was no failure last night. We do not judge merely from the size of the house. Curiosity might have brought many to the Theatre Royal last night, but, if they came curious, they left deeply impressed. The presentation of "Salome" was a success as judged by the interest of the audience throughout and its enthusiasm at the close. Uncomfortable it may have been, but its curiosity was gone and in its place was admiration.

A tremendous drama, this "Salome," moving inevitably from the opening to the great and tragic scene at the close. Yet admit all the realism, the tremendous force of Miss Hunter-Watts acting in that last scene, and one is still left to debate the question of whether it is not unhealthy. It was conceived and developed by a mind seared by hoarse passions and an unconscious foreknowledge of subsequent suffering. Wilde's was not the type of mind which pain could purify and strengthen. It was never a really healthy mind for all its wonderful alertness, and, however he may have persuaded himself in "De Profundis" that he was resigned, sorrow left him mentally warped.

"Salome" is a cruel thing and ugly; and Wilde evidently took fierce and grim pleasure in the repellent ugliness of it. Yet there is a beauty in its ugliness; Wilde could never have failed to make a play beautiful; whatever his mental state.

All the strange, wounding, arresting, ugly beauty was brought forth by Miss Hunter-Watts. One wanted to turn away in horror from the sight of Salome kissing the head which she had raised from the charger, yet one was fascinated and held. It seemed at once an outrage upon one's ideals of womanhood and a thing perfectly natural—in Salome. It was, in fact, acting of a high order. A false note would have made the scene merely horrible, repulsive, revolting. But there was not a false note, and the scene became tremendously real in a horrible way. It was a triumph for Miss Hunter-Watts.

There was some admirable acting prior to this scene. Mr. Wilkie himself, as Herod Antipas, quite maintained his reputation. Aside from the general excellence of his acting, the quivering note of fear in his voice at times more than anything else realised for the audience the weak character of the Tetrach of Judea. It is worth noting, however, that the voices of the principals were all excellently suited to the parts. This was especially noticeable in the case of Mr. Stafford Dawson as "Jokanaan," the prophet (a strong and memorable figure) and Miss G. Littlewood as "Herodias."

The cast was as follows:—Herod Antipas (Tetrach of Judea), Mr. Allan Wilkie. Jokanaan (a prophet), Mr. Stafford Dawson. The Young Assyrian, Mr. Arthur Goodall. A Cappodocian, Mr. G. F. Weir. The Jew, Mr. S. Harding. Another Jew, Mr. Ronald Henley. 1st Nazarene, Jules Lemaire. 2nd Nazarene, Mr. B. Sullivan. 1st Soldier, Mr. Sibley Hicks. 2nd Soldier, Mr. Rex Barrington. Tigellinus (a young Roman) Miss Norah Craigie. Page to Herodias, Miss Vera Orlinton. Slave to Herodias, Mr. W. Easton. Namaan (an executioner) Mr. J. Norburn. Herodias (Wife to Herod) Miss G. Littlewood. Salome (Daughter of Herodias) Miss F. Hunter-Watts.

"Salome" was preceded by "A Florentine Tragedy," a little and well-known play by Wilde which was admirably played by Mr. Arthur Goodall, Mr. B. A. Pittar, Miss G. Paul and Miss Vera Orlinton.

To-night "She Stoops to Conquer" is to be staged, and the mere mention of it should be sufficient to fill the house.

COMPANY REPORT.

The Hongkong Cotton Spinning, Weaving and Dyeing Company, Limited.

The following is the report for presentation to shareholders at the fifteenth ordinary meeting to be held at the offices of the General Managers on Wednesday, October 2, 1912, at 12 noon.

The General Managers beg to submit a statement of accounts covering the period from August 1, 1911 to July 31, 1912.

The balance at debit of profit and loss account for the period is \$45,570.55, which after adding the sum of \$107,398.59 brought forward from last year, shows a total loss of \$212,969.14. It is proposed that this amount be carried forward to next year's account.

Consulting Committee.

On the return of Mr. J. W. O. Bonnar to the Colony he was asked to resume his place on the Committee. Sir Paul Chater, Mr. J. W. O. Bonnar and Mr. Ho Fook ro, but being eligible offer themselves for re-election.

Auditor.

The accounts have been audited by Mr. W. Hutton Potts, who offers himself for re-election.

Jardine, Matheson & Co., Ltd., General Managers. Hongkong, Sept. 16, 1912.

Balance Sheet.

Liabilities.	
Capital Account	\$1,250,000.00
Sundry Creditors	667,380.85
Yarn Guarantee	9,270.9
Unclaimed Dividend	3,811.55
Equitization of Dividend	
Fund	20,000.00
	\$1,950,462.81

Assets.	
Property—Comprising, Land, Building and Machinery as per last account	\$1,908,887.98
Since expended	12,609.65
	1,816,047.18

Loss received to date on a/c Machinery Sale	167,929.88
	\$1,448,117.62

Furniture, as per last account	77.45
Since expended	165.2
	542.66

Sundry Debtors	724.30
Cash	832.75
Cost of Value of stock	287,699.22
Yarn	264,322.81
Waste	4,573.74
Mill stores	26,015.94
Coal	3,009.60
Fire Insurance & Taxes pertaining to period after 31st July, 1912	1,635.19
Profit & Loss account	212,969.14
	\$1,950,462.81

Profit and Loss Account.	
To Balance from last year	\$167,398.59
Loss in Working	41,852.55
Remuneration to Consultants	4,000.00
Auditor's Fee	25.00
	\$213,000.14

By Transfer From	\$17.0
Balance	212,983.14
	\$213,000.14

Hongkong, 28th August 1912.
Jardine, Matheson & Co., Ltd., General Managers.

I report that I have audited the above balance sheet with the books and vouchers of the Company, and that in my opinion such balance sheet is properly drawn up, so as to exhibit a true and correct view of the state of the Company's affairs at the 31st July, 1912, according to the information and explanation given to me, and as shown by the books of the Company.

The stocks are as certified by the General Managers. I have obtained all the information and explanation I have required.

W. Hutton Potts, Auditor.

Hongkong, 12th September 1912.

THE ONLY WAY.

Excellent Method of Dealing with Defendants.

Mr. Irving informed two defendants appearing at the Police Court, to-day, that if he remanded the case so as to bring special evidence, and he then found the evidence put before him to be correct, he would fine them more heavily for wasting the time of the Court. The defendants took the hint that veracity would prove the cheaper course, and pleaded guilty.

THE INTERPORT.

Shanghai Draw First Blood.

If the end of the Interport Swimming, contests assumes a similar complexion to the beginning, matters will look very serious for the Hongkongites. Yesterday evening the 440 yards race was decided in rather indisputable fashion when Berthet from the neighbouring port carried off the honour.

There was a capital attendance and the event was swum off outside the Club, in fair weather.

Hongkong was represented by three men, L. C. R. Souza, F. Cruz and A. Claxton, whilst Shanghai was dependent upon R. McCabe and Berthet.

Unfortunately, McCabe was feeling the effects of recent indisposition and was consequently not at his fittest. He broke away with a merry, well-timed and effective trudgeon (most people call it trudgeon) stroke, and for the first two lengths kept his companions warm. The swimmers were in a bunch until the third round where Cruz thought he would extend himself a little. He was the first to turn and kept his lead throughout the fourth length, but, in the fifth, Berthet made himself busy and drew level with the hope of Hongkong at that moment.

Nearing the wall, Berthet by powerful swimming obtained a substantial lead and in the run home placed lengths between himself and his neighbour Souza, winning amid the cheers of the spectators generally. The times were: Berthet 7 min. 0 4/5 sec.; Souza 7 min. 8 4/5 sec.

The winner was heartily congratulated by his colleagues and by none more heartily than by the Hongkong men.

ENDLESS CHAINS.

A reader directs our attention to two "endless chains of prayer," copies of which are reaching Hongkong. One runs as follows:—

"O Lord Jesus Christ, we implore Thee Our Eternal God and Father to have mercy upon all mankind keep us we beseech Thee from all sins Thy Most Precious Blood and take to be with Thee Eternally Amen."

"This prayer was sent by the Bishop Lawrence recommending it to be sent to nine persons, beginning on the day it was received, sending one copy every day."

"Those who would do this will after the (9th) ninth day receive some great joy, and will be delivered from all calamity, but those paying no attention to it will be effected with some misfortune as this prayer was found in Jerusalem."

"In name of Christ spread His Gospel by so doing."

The other runs:—

"O Lord bless all mankind and help us to do well with Three eternally."

"A copy of this prayer to be sent round all over the world for a great and sacred purpose."

"It is that in Jesus' time all who make copies and send to their friends within (9) nine days will before the eighth day receive some great joy, but they refusing it would meet some misfortune."

"In sending copies sign no name but only give the date you received your copy."

"We have been asked to comment on these 'chains.' All we have to say is that, for those who believe in this kind of thing, the second prayer seems the better, since the great joy arrives a day earlier than by the other."

N.Y.K.'S NEW STEAM-LAUNCH.

The ever-increasing business done at Hongkong by the Nippon Yusen Kaisha's boats has necessitated the building of a special launch for the use of passengers by this line. The new craft, which has been constructed by the Hongkong and Whampoa Dock Company, was launched yesterday.

Her speed is 9 1/2 knots; she is extremely well built and commodious; seventy feet long with a fourteen-foot beam, and is furnished with electric light. Final touches are being added, and the little vessel will be ready for use in a week's time. The name of the new launch is the "Chitoni Maru."

THE MALAY LAND-OWNER'S DOOM.

During 1911, says Mr. Oliver Marks, in his report upon Perak for that year, Malays bought from non-Malays 213 lots of land and sold to non-Malays 754 lots, so at the end of the year Malays held 541 holdings less than in 1910. Possibly these Malay land-owners have made good the loss of their holding by taking up jungle land and developing it, but it is feared that in many instances they became divorced from the landholding classes and became labourers, either on the lands of others as agriculturists, or by seeking employment in pursuits of other natures. Legislation is contemplated which will prevent the sale of purely Malay holdings to others than people of the Malay race and religion and the above figures point to the necessity for such a law. Failing some such protective measure, the ultimate destruction of the Malay land-owner would seem to be a matter only of years.

DON'T FORGET.

To-day.
Allan Wilkie, Theatre Royal.
Interport Swimming.
Band Concert, Public Gardens.
Friday, Sept. 20.
Interport Swimming.
Saturday, Sept. 21.
Variety Entertainment, Palace.

To-day's Advertisements.

TO LET.

VACANT. Comfortably furnished double bedroom. Good locality. Apply "Board" c/o "Hongkong Telegraph," Hongkong, 19th Sept., 1912. [676]

TO LET.

COMFORTABLY furnished bedroom, suitable for bachelor's flat without board. Attendance hot bath \$25 monthly. Apply "View," c/o this Paper. Hongkong, 19th Sept., 1912. [677]

THE AMERICAN & ORIENTAL LINE.

FOR BOSTON & NEW YORK via SUEZ CANAL.
(With liberty to call at the Malabar Coast).

THE Steamship

"JESERIC."
Captain White, will be despatched as above on SATURDAY, the 26th October.

For Freight apply to ARNOLD, KARDING & CO., General Agents.
Hongkong, 19th Sept., 1912. [678]

INDO-CHINA STEAM NAVIGATION CO., LTD.

FROM CALCUTTA, PENANG AND SINGAPORE.

THE Company's Steamship

"KUTSANG"
having arrived from the above Ports Consignees of cargo by her are hereby informed that their goods will be delivered from alongside.

Cargo impeding the discharge or remaining on board after 4 p.m., the 20th inst., will be landed at Consignee's risk and expense.

No Fire Insurance will be effected. Bills of Lading will be countersigned by

JARDINE, MATHESON & CO., LTD. Agents.
Hongkong, 19th Sept., 1912. [679]

"GEN" LINE OF STEAMERS.

NOTICE TO CONSIGNEES.

S.S. "BENAVON,"
FROM LEITH, MIDDLESBRO', LONDON & STRAITS.

CONSIGNEES of Cargo are hereby informed that all Goods are being landed at their risk into the hazardous and/or extra hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Co., Ltd., whence and/or from the wharves delivery may be obtained.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 26th inst., will be subject to rent.

All claims against the steamer must be presented to the Underwriter on or before the 3rd prox., or they will not be recognised.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 26th inst., at 11 a.m.

No Fire Insurance has been effected. Bills of Lading will be countersigned by

GIBB, LIVINGSTON & CO., Agents.
Hongkong, 19th Sept., 1912. [680]

DAIRY FARM NEWS.

Dining out this evening. Bridge? No; Poker. That means a late night? Yes, and a thirsty morning! and KIPPERED HERRING for breakfast AND an excuse for a cocktail or two at eleven.

August 12, 1912.

CUNLIFFE DOBSON & CO.'S CLARETS.

Medoc	Medoc Superieur
St. Estephe	St. Emilion
Ch. Pontet Canet	Ch. Leoville

The above are pure Bordeaux Clarets and are guaranteed free from Drugs, colouring or added matter.

GARNER QUELCH & CO.

SOLE AGENTS. Tel. 636.

S.O.A.E.O.

FAR EAST OXYGEN AND ACETYLENE CO., LTD. AUTOGENOUS WELDING.

repair of boilers and hulls; welding of cracks. Renewing of corroded plates by addition of metal. Welding of broken pieces of any kind of metal. OFFICE: St. George's Building, 2nd Floor, Telephone 1038. [15]

CHLORO-NAPHTHOLEUM.

Not Poisonous. CN is safe to have in the house. Other disinfectants, which have violent poisons in them, cannot be used with safety in places where children can get at them. The terrible stories of children burned or poisoned by carbolic acid, which appear so often in the papers, should be sufficient warning against having this dangerous fluid in the house. Nearly all "bug-killers" preparations are equally dangerous in a house where little children may find them.

CHINA COMMERCIAL COMPANY.

A PERFECT SCOTCH WHISKY (MELLOW LIKE A LIQUEUR.)

On account of its Exceptional Quality D. & J. McCallum's "Perfection" was the Solo Whisky supplied at all Functions during the visit of the King and Queen to Edinburgh, May, 1903.

D. & J. McCALLUM.

PERFECTION

Edinburgh,
Birmingham & London,



Avoid Imitations.

D. & J. McCallum's Name is the best Guarantee of Quality.

SOLE AGENTS:

GANDE PRICE & CO., LTD., Wine Merchants.

Telephone No. 135.

12, Queen's Road Central, Hongkong.

Hongkong, 16th September, 1912.

Shipping

CANADIAN PACIFIC RAILWAY COMPANY'S.

ROYAL MAIL STEAMSHIP LINE.
"EMPERESS LINE."

Sailings from Hongkong and Quebec.

"Monteagle" ... Sat. Oct. 5	"E. of Ireland" ... Fri. Nov. 1
"E. of India" ... Oct. 26	"Allan Line" ... Nov. 22
"E. of Japan" ... Nov. 16	"E. of Britain" ... Dec. 13

All steamers leave Hongkong at 6 P.M.
To Vancouver, B.C., calling at Shanghai, Nagasaki (through the Island Sea of Japan), Kobe, Yokohama and Victoria, B.C.
Passengers booked to all the principal ports in Canada, the United States and Europe, also around the world.
For further information, Maps, Guide Books, Rates of Passage and Freight, apply to—
D. W. Craddock, General Traffic Agent,
Corner Paddar Street and Praya (Opposite Blake Pier.)

INDO-CHINA STEAM NAVIGATION CO., LTD.

(PROJECTED SAILINGS FROM HONGKONG.—SUBJECT TO ALTERATION.)

For	Steamship	On
TIENSIN v. SWATOW, CHEFOO & WEIWEI	CHIPSING	Friday, 20th Sept., Noon.
MANILA	LOONGSANG	Sat. day, 21st Sept., 2 P.M.
SINGAPORE, PENANG & CALUTTA	HANGSANG	Sunday, 22nd Sept., 11 A.M.
SHANGHAI, KOBÉ & MOJI	NAMSANG	Tuesday, 24th Sept., Noon.
SHANGHAI	KUTSANG	Tuesday, 24th Sept., Noon.
SHANGHAI	TUNGSHING	Wed. day, 25th Sept., Noon.
MANILA	YUENSANG	Saturday, 28th Sept., 2 P.M.

RETURN TOURS TO JAPAN (Occupying 24 days).
The steamers "Kut-sang," "Nam-sang" and "Pook-sang" leave about every 3 weeks for Shanghai and Japan returning via Kobe (Inland Sea) and Moji to Hongkong. Time occupied 20 days. This service is supplemented by the "Lung-sang" and "Kung-sang" leaving Hongkong at regular intervals for Moji and Kobe and returning thence direct to Hongkong. Time occupied 16 days.
These vessels have all modern improvements and are fitted throughout with Electric Light.
A duly qualified surgeon is also carried.
Steamers have superior accommodation for First-class Passengers, and are fitted throughout with Electric Light.
Taking Cargo on Through Bills of Lading to Yangtze Ports, Chefoo, Tientsin, via Chingwangtao.
Taking Cargo on Through Bills of Lading to Koda, Lahad Dato, Singapore, Tawau, Uman, Jesselton and Labuan.
For Freight or Passage, apply to JARDINE MATHESON & CO., LD.
Telephone No. 215.

THE ROYAL MAIL STEAM PACKET COMPANY
"SHIRE" LINE SERVICEPROJECTED SAILINGS FROM HONGKONG.
(SUBJECT TO ALTERATION.)

For	Steamship	DATE OF DEPARTURE.
SHANGHAI, KOBÉ & YOKOHAMA	FLINTSHIRE	About 11th Oct.
LONDON & ANTWERP	DEN OF GLAMIS	12th Oct.
SHANGHAI, KOBÉ & YOKOHAMA	DENBIGHSHIRE	27th Oct.
LONDON & ANTWERP	FLINTSHIRE	14th Nov.

Does not carry passengers.
These steamers have superior accommodation for a limited number of First Class Passengers. Cabins are situated amidships, and are fitted with electric light and fans. Attention is particularly directed to the moderate fares charged.
For Freight or Passage, apply to JARDINE, MATHESON & CO., LD., AGENTS. [24]

HONGKONG, CANTON, MACAO, AND WEST RIVER STEAMERS.

JOINT SERVICE OF

THE HONGKONG, CANTON AND MACAO STEAMBOAT CO., LTD., AND THE CHINA NAVIGATION CO., LTD.

HONGKONG-CANTON LINE.

HONGKONG TO CANTON CANTON TO HONGKONG

THURSDAY, 19th SEPTEMBER.

10.00 p.m. "FATSHAN." 5.00 p.m. "KINSHAN."

FRIDAY, 20th SEPTEMBER.

8.00 a.m. "HEUNGSHAN." 8.00 a.m. "HONAM."

10.00 p.m. "KINSHAN." 5.00 p.m. "FATSHAN."

These steamers, carrying His Majesty's Mail, are the largest and fastest on the River. Special attention is drawn to the Superior Saloon and Cabin. Electric Fan in each Cabin.

HONGKONG-MACAO LINE.

S.S. "SUI TAI" Tons 1651 S.S. "SUI AN" Tons 1651

HONGKONG TO MACAO.

Week days at 8 A.M. & 2 P.M. from the Company's Wing Lok Street Wharf. Sunday at 9 A.M. & 12.30 P.M. from the Company's Wing Lok Street Wharf.

MACAO TO HONGKONG.

Week days at 7.30 A.M. and 2 P.M. Sundays, at 7.30 A.M. and 5 P.M.

On Saturday, the 21st September, the Company's S.S. "SUI TAI" and S.S. "SUI AN" will leave for Macao from WING LOK STREET WHARF at 2 P.M. and 7 P.M.

EXCURSION TO MACAO.

On Sunday, the 22nd September, the Company's S.S. "HEUNGSHAN" will depart from the CANTON STEAMERS WHARF at 9 A.M. and return from Macao at 3 P.M., landing at the same wharf.

The S.S. "SUI AN" will make a Special Trip from Macao, leaving at 6 P.M. Excursion Tickets issued for the "HEUNGSHAN" are available by this steamer.

The Company will also run a steamer from Macao on Sunday morning at 7.30 A.M. and from Hongkong at 12.30 P.M. from the Company's WING LOK STREET WHARF, connecting with the return steamer from Macao at 6 P.M.

FARES AS USUAL.

Further particulars may be obtained at the Office of the Company.

CANTON-MACAO LINE.

S.S. HOI-SANG, 457 Tons.

Departures from Macao to Canton on Mon., Wednes., & Fri., at 9 P.M. Departures from Canton to Macao on Tues., Thurs., & Satur., at 4.30 P.M.

JOINT SERVICE OF

THE HONGKONG, CANTON AND MACAO STEAMBOAT CO., LTD., THE CHINA NAVIGATION COMPANY, LTD., AND THE INDO-CHINA STEAM NAVIGATION COMPANY, LTD.

CANTON-WUCHOW LINE.

S.S. "SAINAM," 588 Tons, and "NANNING," 588 Tons.

One of the above steamers leaves Canton for Wuchow every Monday, Wednesday and Friday at about 8 A.M., and the other leaves Wuchow for Canton on the same days at 8.30 A.M. Round trips take about 5 days. Passengers can return to Hongkong or vice versa by the Company's direct steamers "LINTAN" and "SANUI." These vessels have superior Cabin accommodation and are lighted throughout by electricity. Electric Fan in each Cabin.

Booking Office open daily (Sunday excepted) 9 A.M. to 5 P.M. Further particulars may be obtained at the Office of the

HONGKONG, CANTON & MACAO STEAMBOAT COMPANY, LIMITED.

HOTEL MANSON'S (FIRST FLOOR),

Opposite the Blake Pier. [25]

Shipping

NIPPON YUSEN KAISHA

(THE JAPAN MAIL STEAMSHIP CO.)



PROJECTED SAILINGS FROM HONGKONG.—SUBJECT TO ALTERATION

Destination.	Steamers	Sailing Dates.
MARSEILLES, LONDON & ANTWERP via SINGAPORE, PENANG, COLOMBO, SUEZ & PORT SAID	ATSUTA MARU, Capt. J. Nagao, T. 10,000 HITACHI MARU, Capt. T. Yamawaki, T. 18,000	FRIDAY, 27th Sept., at 5 P.M. WEDNESDAY, 9th Oct., at Daylight.
VICTORIA, B.C., & SEATTLE via KUMING, S'hai, MOJI, KOBÉ, YOKKAICHI, SHIMIZU & YAMATO	TAMBA MARU, Capt. S. Wada, T. 12,500 JAWA MARU, Capt. Shimidzu, T. 12,500	TUESDAY, 24th Sept., at 4 P.M. TUESDAY, 8th Oct., at Noon.
SYDNEY & MELBOURNE via MAXILA, THUNDAY ISLAND, TOWNVILLE and BRISBANE	KUMANO MARU, Capt. M. Winkler, T. 9,600 YAWATA MARU, Capt. T. Sokine, T. 7,000	FRIDAY, 27th Sept., at Noon. FRIDAY, 25th Oct., at Noon.
BOMBAY v. SINGAPORE & COLOMBO	WAKASA MARU, Capt. Niigata, T. 12,500	MONDAY, 30th September.
YOKOHAMA & YAMATO	YAWATA MARU, Capt. T. Sokine, T. 7,000	WEDNESDAY, 25th Sept., at Noon.
KOBÉ & YOKO.	KITANO MARU, Capt. E. Cope, T. 16,000	WEDNESDAY, 25th Sept., at 5 P.M.
SHANGHAI & MOJI	HAKATA MARU, Capt. H. Nomura, T. 12,500	WEDNESDAY, 25th September.
SHANGHAI & KOBÉ	HIROSHIMA MARU, Capt. Hirano, T. 5,000	MONDAY, 30th September.

Fitted with new system of wireless telegraphy.

CALCUTTA LINE.

Regular fortnightly service between Kobe and Calcutta via Moji, Hongkong, Singapore, Penang and Rangoon.

NEXT SAILINGS FROM HONGKONG

REDUCED SUMMER RATES BETWEEN HONGKONG AND JAPAN PORTS.

Return.	Return.	Return.	Return.
YOKOHAMA	KOBÉ	MOJI	NAGASAKI
1st class \$185	1st class \$122	1st class \$108	1st class \$96
2nd class \$ 81	2nd class \$ 76	2nd class \$ 65	2nd class \$ 57

With option of Rail between Steamer's Calling ports in Japan.

For further information apply to Telephone Nos. 232 & 1241.

T. KUSUMOTO, Manager.

CHINA NAVIGATION CO., LTD.

SAILINGS SUBJECT TO ALTERATION.

For	Steamers	To Sail.
SHANGHAI	PAOTING	19th 4 P.M.
CHEFOO & NEWHANG	NINGPO	21st Sept. 4 P.M.
SHANGHAI	LINAN	21st M'night.
HAIPHONG	SUNGKIANG	22nd 8 A.M.
MANILA, CEBU & ILOILO	TAMING	24th 4 P.M.
TIENSIN	HUICHOW	26th 4 P.M.
SHANGHAI	CHINHUA	26th 4 P.M.
WEIHAIWEI, CHEFOO & TIENSIN	KUEICHOW	28th 4 P.M.
SHANGHAI	ANHUI	28th M'night.

AUSTRALIAN ORIENTAL LINE.

MANILA, ZAMBOANGA, DARWIN, THURSDAY ISLAND, COOKTOWN, CAIRNS, TOWNSVILLE, BRISBANE, SYDNEY & MELBOURNE
TAIYUAN ... 21st Sept. Noon.
This steamer has superior accommodation with Electric Light throughout and Electric Fans in State-rooms. A duly qualified Doctor is carried. Reduced Fares, Cargo booked through for all Australian, New Zealand and Tasmanian Ports.

DIRECT SAILING TO WEST RIVER, Twice Weekly.

S.S. "LINTAN" and S.S. "SANUI"

MANILA LINE.—Two "Twin Screw Steamers" "Tan" and "Taming," saloon accommodation amidships; electric fans fitted; extra state-rooms on deck, aft. Saloon accommodation of S.S. "Rafford" is situated on deck, aft; Electric Fans fitted.
SHANGHAI LINE.—FAST SCHEDULE TWIN-SCREW STEAMERS (Anhui, Chusan, Linan, Chinkai), with excellent passenger accommodation. Electric Light throughout and Electric Fans in the State-rooms and Dining Saloon, leave Hongkong for Shanghai direct every Thursday and Sunday, taking cargo on through Bills of Lading, to all Yangtze and Northern China Ports.
N.B.—Passengers must embark before midnight on Saturday for the Sunday morning sailings. A Company's launch leaves Murray Pier at 10 o'clock every Saturday night.
These steamers land passengers in Shanghai, avoiding the inconvenience of transhipment at Woosung.

Reduced Fares:—Single \$45. Return \$75.

NEW SERVICE.

SHANGHAI TO ANTUNG

Sailing on alternate Wednesdays.

For Freight or Passage apply to

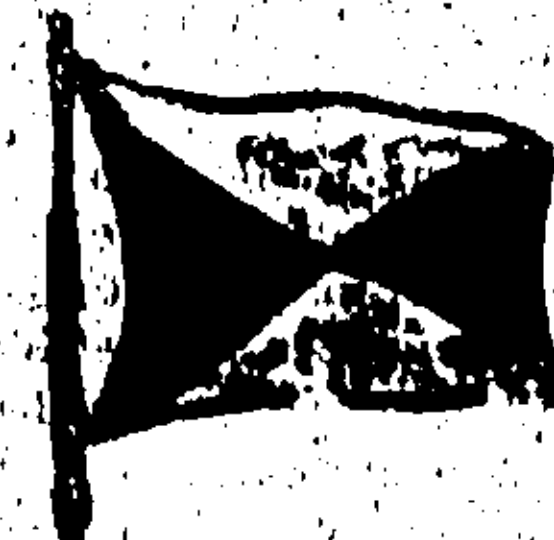
Telephone No. 36.

Hongkong, 19th September, 1912.

BUTTERFIELD & SWIRE, Agents.

Shipping

HONGKONG—PHILIPPINES. PHILIPPINES STEAMSHIP CO.



Steamship.	Tons.	Captain.	For	Sailing Date.
RUBI	4000	S. A. Crosby	Manila, Mangarin, Iloilo and Cebu.	SATURDAY, 21st Sept., 4 P.M.
ZAFIRO	4000	M. J. Smith	Manila, Mangarin, Iloilo and Cebu.	SATURDAY, 28th Sept., 4 P.M.

For Freight or Passage apply to

SHEWAN TOMES & CO., GENERAL MANAGERS

Hongkong 11th September, 1912. [14]

JAVA-CHINA-JAPAN LIJN.

Regular Fortnightly Service between JAVA, CHINA AND JAPAN.

Steamer	From	Expected on or about	For	Will leave on or about
Tjibodas	JAPAN	2nd half Sept.	JAVA	2nd half Sept.
Tjilani	SHANGHAI	2nd half Sept.	JAVA	2nd half Sept.
Tjikini	JAPAN	2nd half Sept.	JAPAN	2nd half Sept.
Tjilawong	JAPAN	1st half Oct.	JAVA	1st half Oct.
Tjilmanek	JAPAN	1st half Oct.	JAVA	1st half Oct.
Tjilmanek	JAVA	1st half Oct.	JAPAN	1st half Oct.
Tjilmanek	JAVA	1st half Oct.	JAPAN	1st half Oct.
Tjilmanek	JAVA	1st half Oct.	JAPAN	1st half Oct.
Tjilmanek	JAVA	1st half Oct.	JAPAN	1st half Oct.
Tjilmanek	JAVA	1st half Oct.	JAPAN	1st half Oct.

The steamers are all fitted throughout with Electric Light, and have accommodation for a limited number of saloon passengers, and will take cargo on all Ports in Netherlands-India on through B/L.

For particulars of Freight and Passage, apply to the

JAVA-CHINA-JAPAN LIJN,

Telephone No. 375 York Building. [15]

TOYO KISEN KAISHA

Imperial Japanese Trans-Pacific Mail Line.

SAN FRANCISCO LINE

Connecting with the Western Pacific railway at San Francisco to all ports in the United States and Canada and with Trans-Atlantic Lines to Europe.

PROPOSED SAILING FROM HONGKONG. (Subject to alteration).

Steamer	Tons	Captain	Date of sailing
S.S. "Chiyo Maru"	11,000	W. W. Green	Oct. 8th, Noon.
S.S. "Nippon Maru"	21,000	A. G. Stevens	Oct. 23rd, Noon.
S.S. "Tenyo Maru"	21,000	E. Bent	Nov. 5th, Noon.
S.S. "Shinyo Maru"	21,000	H. S. Smith	Nov. 26th, Noon.

These steamers are equipped with Turbine Engines and Triple Screws.

All steamers carry Japanese Government wireless telegraph and post office.

The steamer "Chiyo Maru" will be dispatched for SAN FRANCISCO via NAGASAKI, KOBÉ, YOKKAICHI, YOKOHAMA and HONOLULU on TUESDAY, the 8th Oct., at Noon.

INTERMEDIATE SERVICE.

The twin screw steamer "Nippon Maru" will be dispatched for SAN FRANCISCO via SHANGHAI, NAGASAKI, KOBÉ, YOKOHAMA & HONOLULU on TUESDAY, the 29th October, at Noon.

SOUTH AMERICAN LINE.

In connection with the National Railway of Mexico at Manzanillo and the Tehuantepec National Railway at Salina Cruz.

Only Regular Direct Service to Mexico, Chilian and Peruvian Ports.

PROPOSED SAILINGS FROM HONGKONG (Subject to alteration).

Steamer	Tons	Date of Sailing.
Buyo Maru	10,500	Friday, October 4, Noon.
Hongkong Maru	11,000	Tuesday, December 8, Noon.
Kiyo Maru	17,000	Saturday, February 1, 1913.

For Further Particulars as to Passage and Freight, apply to

S. MORIMOTO, Agent.

(KING'S BUILDING Opposite Blake Pier)

"THE BIG" 4 OF THE PACIFIC MAIL S.S. CO.

MONGOLIA	MANCHURIA	KOREA	SIBERIA
27,000 tons, twin screws.	27,000 tons, twin screws.	18,000 tons, twin screws.	18,000 tons, twin screws.
Also 15, 11, 10,000 tons, Chilia, 10,000 tons, and Persia, 9,000 tons.			

From Hongkong calling at Shanghai, Nagasaki, Kobe (via Inland Sea), Yokohama and Honolulu (The Paradise of the Pacific), through the Service New York to Europe.

SOME FEATURES OF SERVICE.

LIGHTS AND PANS Individual Electric Reading Light in each berth and Electric Fan in each State-room under passenger's control.
SWIMMING TANK Is installed on deck for salt water plunge. Bathing suits on board.
BAND Filéon string Band Concerts each afternoon and evening and also during Tiffin and Dinner.
CULINARY The Cuisine is under the direct supervision of one of the world's most famous caterers.
GAMES AND AMUSEMENTS Deck Games, such as Quizzes, Shuffle board and all kinds of gymnastic sports, are arranged during the voyage, as well as indoor amusements, such as musical entertainments. Dances and Magistrate Balls on deck are also arranged to while away the time.
WIRELESS AND SUMMER SIGNAL SERVICE The most powerful Wireless Telegraph installed on all steamers. In use as an additional measure of safety.
HULL KEELS Are fitted to the ships to prevent fouling at sea, thus ensuring perfect steadiness and constant comfort.
THE COST Is commensurate with this route with its unrivalled opportunities, than by any other route.
A return ticket to London (which is but £120, including berth and meals across America, to San Francisco via Japan and Honolulu) the cost is £125. For the INTERMEDIATE SERVICE: First Class accommodations are provided for £45 to London (return ticket £45) and to San Francisco £55. SPECIAL RATES to officers, Army, Navy, Consular or Civil Service.

Steamers:

China	Tons	Starting	Sept.	24th	at 1 P.M.
Manchuria	27,000	"	Oct.	1st	at 1 P.M.
Nile	11,000	"	Oct.	15th	at 1 P.M.
Mongolia	27,000	"	Oct.	28th	at 1 P.M.
Persia	9,000	"	Nov.	12th	at 1 P.M.

Intermediate Steamers.

LET US PLAN AN ITINERARY FOR YOU

King's Building (Opp. Blake Pier). FRED J. HALTON, Telephone No. 141.

Hongkong, 6th September, 1912. Agent.

Panama-Pacific International Exposition-San Francisco 1915.

WING KEE & CO.

47-49, Connaught Rd.

MEE CHEUNG.

ART PHOTOGRAPHER

HONGKONG.

TELEPHONE NO. 1013.

SHIPHANDLERS.

PROVISION & COAL

MERCHANTS

DEVELOPERS, PRINTERS & REPAIRERS

Hongkong, 22nd May, 1911.

Hongkong, 1st May, 1911.

LOG BOOK.

Re-floating of S.S. Asahi Maru.

The O.S.K. steamer Asahi Maru (504 tons) which left Osaka for Hiogo, Kiushiu, on the 8th, stranded between the Yojima Islands and Iwaye, Awaji, the same night. After strenuous efforts the vessel was re-floated two hours later without damage to either passengers or cargo.

H.B.M.'s Cruiser Defence.

H.M.S. Defence, with Prince Arthur of Connaught on board, passed through Shimonesaki Straits on the 9th inst. The Japanese third class cruiser Akashi, lying at Moji, dressed ship and fired a salute of 21 guns, which was returned by the Defence. The flagship Minotaur with Vice-Admiral Sir A. L. Winslow, Commander-in-Chief of the China and Japan Squadron, and the cruisers Kent and Monmouth visited Kobe on the 8th and left for Yokohama the following morning at 5 o'clock.

German Captains' Records.

At the Kronprinzessin Cecilie, of the Norddeutscher Lloyd Line, made fast to her pier in Hoboken on the night of July 2, Captain D. Hagemann, who has been in command of the vessel since her maiden voyage, completed his one-hundredth round trip across the Atlantic on board a last mail steamship. Many a captain has one-hundred trips to his credit, but Captain Hagemann has made that number on board fast steamships of the present type. He entered the service of the Norddeutscher Lloyd in 1870, and gained command in 1891.

Captain Claus Russ, who recently brought the Hamburg-American liner Pennsylvania into the port of New York, completed his two-hundredth voyage across the Atlantic. He obtained command in 1890.—Exchange.

J. C. J. L.

Not a little interest is being manifested, says the "Free Press," in a new Japanese steamship line which, it is stated, will soon be started in competition with the Java, China, Japan Line. The new line hopes to begin operations next month with the following steamers:—Hokuto Maru, 3,282 tons; Binri Maru, 3,231 tons and the Kyojuna Maru 4,805 tons. It is also stated that there is another steamship line in contemplation, to run between Chingwangtao and Java.

The Cruiser Princess Royal.

On the completion of her satisfactory preliminary trial on the passage from Barrow to Plymouth, the new battle cruiser Princess Royal, sister ship of the Lion, arrived at Devonport on August 17, where she was docked under water adjustments, and on September 2 commenced her programme of official steam trials. The ship was expected to exceed the contract of 28 knots at the full power trial to take place off the Cornish coast.

S.S. Trang.

The Trang, the latest addition to the Eastern Shipping Company's fleet, has made a steam trial at Penang, says the "Straits Times." Not one did the vessel prove a steady thoroughly good sea-going boat, but her speed capacity considerably exceeded what had been anticipated. Even with the dynamo supplying current for the fans and lights she easily steamed more than ten knots an hour. The Trang will run on the Trang-Penang service, under the command of Captain Lingard, late of the Jin Ho.

The Ventilation of Warships.

Fleet-Surgeon C. Marsh Beadnell, of the British Navy, read a paper at the Health Congress in Berlin on the ventilation of warships and health conditions afloat generally. It has now been issued in pamphlet form. Dr. Beadnell tells us that the Japanese crews suffered seriously from dysentery during the last war, and that the medical officers attributed the epidemic to bad ventilation. "During the action," he writes, "almost all the hatches were closed, and this was one of the principal causes of great suffering." By this word "action" is apparently meant the whole period of active service in front of Port Arthur. This experience in Admiral Togo's fleet shows that compartments and hatches may have to be kept closed for long periods on active service, hence the vital importance of improving by every possible means the ventilating arrangements of ships of war.

Shipping

HAMBURG-AMERIKA
LINIE.

IN CONJUNCTION WITH
Deutsche Dampfschiffahrts Gesellschaft "HANSA."
EAST ASIATIC SERVICE.
Regular Sailings from JAPAN, CHINA and PHILIPPINES,
via STRAITS and COLOMBO,
to
Marseilles, Havre, Bremen and Hamburg and New York.

Taking Cargo at Through rates to all European North Continental and British Ports, also Trieste,
Lisbon, Oporto, Genoa, and other Mediterranean Levantine, Black Baltic Sea and
Ports, and all North and South American Ports.

Next Sailings from Hongkong:

OUTWARD.

For Shanghai, Kobe & Yokohama:
"O. F. LAEISZ" 21st Sept.
"ARCADIA" 26th Sept.
"SCANDIA" 18th Oct.
"BAYERN" 17th Oct.
"LIBERIA" 7th Nov.
"ALBIA" 19th Nov.
For Further Particulars, apply to—

HOMEWARD.

For Marseilles, Havre & Hamburg:
S.S. SILESIA 21st Sept.
For Rotterdam, Hamburg & Ant.
S.S. BELGRAVIA 6th Oct.
For Havre & Hamburg:
S.S. O. J. D. AHLERS 7th Oct.

Hamburg-Amerika Linie,
Hongkong Office. [12]

LOG BOOK.

Good Service Naval Pensions.

With the development of the
Selborne scheme and its doctrine
of branch equality, it will be the
duty of the Admiralty, says
"Truth," before long to effect a
wholesale revision of the list of
good service pensions. At present
there are twelve for captains and
two for engineer-captains. True,
there is a considerable disproportion
in the strength of the respective
ranks. Nobody in the Navy
seems to be quite clear at present
whether that specialist rank
lapses on promotion from com-
mander. But common entry
should simply equal advantages
all round, and to keep the bulk
of the good service-pensions for
the quarter-deck executive exclu-
sively will add another item to
young officers not to "take up"
engineering.

Rumoured Combine of H. A. L.
with White Star.
In a letter from Hamburg,
published by the "Tagliche
Rundschau," attention is drawn
to the circumstance that Herr
Ballin, the managing Director of
the Hamburg-Amerika Line, is
at present the guest of some of
the leading personages in the
English shipping world, who
have chartered the Hamburg-
Amerika Line passenger steamer
Ypiranga for a thirty days' cruise
to Scandinavia and Iceland. The
fact, according to the "Morning
Post," that some of these English-
men are closely associated with
the White Star Line naturally, it
is added, leads to the conclusion
that something interesting is in
process of development. The
rumour has spread in Hamburg
shipping circles, the letter in the
"Tagliche Rundschau" con-
tinues, that this something is a
closer relationship between the
Hamburg-Amerika and White
Star Lines.

DRYING UP OF THE
EARTH.

When water is decomposed by
radio or by ultra-violet rays it
produces hydrogen and peroxide
of hydrogen, and it does not form
oxygen. Electrolytic decom-
position forms oxygen. A Ger-
man investigator bases a new
theory relating to the drying of
the earth on the fact that one form
of decomposition produces oxygen,
while the other form does not.
Part of the water vapour emit-
ted by the sea is decomposed by
the ultra-violet rays of the sun;
the hydrogen formed rises toward
the high atmospheric strata, and
all the water does not return to
the surface. Therefore, the
quantity of water on the face of
the globe is always diminishing,
and the earth is incessantly, if
gradually, drying.

To cite one example: On the
north side of the Alps there is a
continual falling off in the depth
of the lakes and a gradual forma-
tion of swamps. Two hundred
and fifty years ago there were 149
lakes in the canton of Zurich; to-
day there are 76. The destruction
of the forests and the cultivation
of the land partially explain this,
but the loss of hydrogen is an
important factor. The hydrogen
accumulated in the higher atmos-
phere is diffused in interstellar
space.

VESSELS TAKING CARGO.

European Ports.

Destination.	Vessel's Name.	For Freight Apply To	To be Dispatched.
Europe, &c.	Prinz Ludwig...	M. & Co.	20 September
London, &c.	Ceylon...	P. & O. Co.	4 October
London and Antwerp	Den of Glamis...	J. M. & Co.	12 October
Rotterdam, &c.	Bolgravia...	H. A. L.	9 October
Havre and Hamburg	Acadia...	H. A. L.	3 November
Havre and Hamburg, &c.	O. J. D. Ahlers...	H. A. L.	5 October
Marseilles, &c.	Sachsen...	H. A. L.	30 October
Marseilles, Hamburg, &c.	Silesia...	H. A. L.	21 September
Marseilles, London & Antwerp via Singapore, &c.	Atsuta Maru...	N. Y. K.	27 Sept., p.m.
Trieste	Austria...	S. W. & Co.	1 October
Glasgow and Hull	Glonchoy...	S. T. & Co.	15 October
Cape Ports via Mauritius	Duneric...	Bank Line	End September

New York, San Francisco and Canada.

New York	Pathan	D. & Co.	8 October
New York via Suez	Indrasamha	J. M. & Co.	28 September
San Francisco	China	P. M. Co.	24 September
do	Manchuria	P. M. Co.	1 October
San Francisco, &c.	Ohio Maru	T. K. K.	8 October
Mexico, Peru, Chili via Japan	Buyo Maru	T. K. K.	4 October
Victoria, B.C.	Tacoma Maru	O. S. K.	3 October
do	Panama Maru	O. S. K.	15 October
Victoria, B.C., and Seattle via Shanghai, &c.	Tamba Maru	N. Y. K.	24 Sept., 4 p.m.
Victoria, Vancouver, B.C., Seattle & Tacoma, &c.	Orteric	Bank Line	3 October
Vancouver	Empress of India	C. P. R. Co.	26 October
Vancouver via Ports	Montezagle	C. P. R. Co.	5 October

Australia.

Australian Ports	Empire	G. L. & Co.	25 September
do do	Kumano Maru	N. Y. K.	27 September
do do	Teiyuan	B. & S.	23 September
Australian Ports via Manila	Prinz Waldemar	M. & Co.	5 October

Singapore, Coast Ports and Japan.

Batavia, Cheribon, Samarang, &c.	Tjimahi	J. C. J. L.	Quick despatch
do do do	Tjitaroom	J. C. J. L.	Quick despatch
Philippines	Rubi	S. T. & Co.	21 September
do	Taming	B. & S.	24 September
do	Zafiro	S. T. & Co.	28 September
Bombay	Wasaka Maru	N. Y. K.	30 September
do	Devanha	P. & O. Co.	28 September
Calcutta	Kirin Maru	N. Y. K.	21 September
Straits and Rangoon	Muttra	J. M. & Co.	23 September
Kandat and Sandakan	Borneo	M. & Co.	Middle October
Japan	Yawata Maru	N. Y. K.	25 September
do	Kutang	J. M. & Co.	24 September
do	Peking	A. N. & Co.	23 October
Japan, &c.	China	S. W. & Co.	28 September
Kobe and Moji	Thongwa	D. S. & Co.	20 September
Yokohama and Kobe	Fultala	J. M. & Co.	20 Sept., Noon
Weihaiwei and Tientsin	Kueichow	B. & S.	21 September
Tientsin	Chipsing	J. M. & Co.	20 September
do	Huichow	B. & S.	20 September
Choofoo and Nowohwang	Ningpo	B. & S.	21 September
Anping, &c.	Sosho Maru	O. S. K.	20 October
Haiphong	Sikang	M. M. Co.	25 September
Manila	Loongsang	J. M. & Co.	21 Sept., 2 p.m.
Swatow	Haimun	D. L. & Co.	22 September
Swatow, Amoy and Foochow	Haiyang	D. L. & Co.	20 Sept., 11 a.m.
Foochow, &c.	Kaijo Maru	O. S. K.	25 September
Tamsui, &c.	Daiji Maru	O. S. K.	22 September
Shanghai and Japan	Hakata Maru	N. Y. K.	25 September
do do	Kutang	J. M. & Co.	23 September
Shanghai, Moji, Kobe and Yokohama	Nankin	P. & O. Co.	22 Sept., about
Shanghai, Kobe, &c.	Flinshire	J. M. & Co.	11 October
do	Acadia	H. A. L.	24 September
do	O. F. Laeisz	H. A. L.	21 September
do	Koerber	S. W. & Co.	5 October
do	Scandia	H. A. L.	10 October
do	Hiroshima Maru	N. Y. K.	30 September
do	Linan	B. & S.	21 September
do	Hangsang	J. M. & Co.	22 September
do	Tungshing	J. M. & Co.	25 September
do	Chinhua	B. & S.	26 September
do	Anhui	B. & S.	28 September

To Sail

FOR CALCUTTA, PENANG
AND SINGAPORE.

(Taking cargo on Through Bills of
Lading to Rangoon, Madras,
and Mauritius.)

THE Steamship

"JAPAN,"
Capt. A. Stewart, will be despatched
as above on FRIDAY, the 20th
inst., at 1 p.m.
For Freight or Passage, apply to
DAVID SABBOON & CO., LD.,
Agents.
Hongkong, 14th Sept., 1912. [660]

FOR KOBE AND MOJI.

THE Steamship

"THONGWA,"
Captain Pyth, will be despatched for
the above ports on FRIDAY, the
20th inst., at 1 p.m.
The Steamer has superior accom-
modation for passengers, is installed
throughout with Electric Light and
carries a duly certified doctor.

RETURN TOURS TO JAPAN

(Occupying 20 days.)
Return tickets are available by the
Indo-China Steam Navigation Co.'s
Steamers. Fare for round trip \$130.
For further particulars, apply to
DAVID SABBOON & CO., LD.,
Agents.
Hongkong, 14th Sept., 1912. [661]

To Sail

THE "INDRA" LINE,
LIMITED.

FOR NEW YORK, via SUEZ
CANAL.
(With liberty to call at the Malabar
Coast.)

THE Steamship

"INDRASAMHA,"
Captain Jones, will be despatched
as above on 28th September.
For Freight or Passage, apply to
JARDINE, MATHESON & CO., LD.,
General Managers.
Hongkong 2nd Sept., 1912. [666]

NORDDEUTSCHER LLOYD,
BREMER.

DIRECT TO SANDAKAN.

THE Steamship

"BAJAH,"
Captain O. Bodefsky, will be ready to
leave for the above port on or about the
18th inst.

For Freight apply to

MELUERS & CO.,
Agents.
Hongkong, 4th Sept., 1912. [668]

MOVEMENTS OF
STEAMERS.VESSELS ADVERTISED TO
DEPART TO-MORROW.

For	Vessel
Macassar.	Karlsson.
Pakhoi, etc.	Hongkong.
Swatow.	Haiyang.
Japan.	Fultala.
Straits.	Japan, (D. S. & Co.)
Japan.	Thongwa.
Macro.	Sui Tai.
Kobe, etc.	Prinz Ludwig.
Tientsin.	Chipsing.

VESSELS ADVERTISED TO
ARRIVE TO-MORROW.

From	Vessel
Singapore.	S. Fed. Laeisz.
Manila.	Rubi.

AMERICAN MAIL.

The P. M. S. S. Co.'s s.s. Ni's
left San Francisco for this port via
Honolulu, the Japan Ports and Shang-
hai, on Saturday, 7th inst.

The P. M. S. S. Co.'s s.s. Ohina
will sail from this port for San
Francisco via Nagasaki, Kobe, Yoko-
hama and Honolulu on Tuesday, 19th
inst., at 1 p.m.

The P. M. S. S. Co.'s s.s. Mongella
with the American Mail left San
Francisco for this port via Honolulu,
the Japan ports and Manila on the
14th inst.

The T. K. K. s.s. Shinyo Maru
left Nagasaki for Kobe on the 10th
inst.

The T. K. K. s.s. Ohio Maru
arrived at Yokohama from Honolulu
on the 17th inst., and is expected in
Hongkong on the 27th inst.

The T. K. K. s.s. Nippon Maru
leaves San Francisco for Hongkong
via usual ports on the 21st inst., and
is due here on the 18th prox.

The T. K. K. s.s. Tanyo Maru
arrived at San Francisco from Honolulu
on the 16th inst., and leaves again
on the 27th inst.

The P. M. S. S. Co.'s s.s. Manchuria
with the American Mail arrived at
Manila on Monday, the 16th inst.,
between 10 a.m. and noon and will
sail from that port on Saturday, the
21st, between 2 p.m. and 4 p.m.

AUSTRALIAN MAIL.

The N. Y. K. s.s. Yawata Maru,
Australian Line, left Sydney for this
port on the 4th inst., and is expected
here on the 23rd inst.

The E. & A. s.s. St. Allans, from
Sydney, etc., left Manila on 17th inst.,
at 11 p.m., and is due here on Friday,
at daylight.

GERMAN MAIL.

The I. G. M. s.s. Prinz Ludwig
left Foochow yesterday at 2 p.m., and
may be expected here to-day, at 10 p.m.
The departure for home has been fixed
for Friday, the 20th inst., at 10 a.m.

CANADIAN MAIL.

The C. P. R. Co.'s s.s. Empress of
India, which left here on the 24th ult.,
arrived at Vancouver, B.C., on Sunday,
the 15th inst., at 4.00 p.m.

The C. P. R. Co.'s s.s. Empress of
Japan was expected to arrive at
Shanghai at 8 p.m., yesterday, having
been delayed by a typhoon.

MERCHANT STEAMERS.

The Mogul Line s.s. Montrose sailed
from United Kingdom on the 17th
ult., for Hongkong via the Straits.

The Barber Line s.s. Wray Castle
sailed from New York on the 18th
ult., for Hongkong via the Straits.

The Barber Line s.s. Manchester
Castle sailed from New York on the
25th ult., for Hongkong and the Far
East.

The Ben Line s.s. Benavon, from
Leth and London, left Singapore on
the 12th inst., for this port.

The Russian V. F. s.s. Moghilev
sailed from Colombo on the 10th inst.,
and is expected to arrive in Hongkong
on the 25th inst., morning.

The H. A. L. s.s. Fed. Laeisz
left Singapore on the 14th inst., p.m.,
and may be expected here on or about
the 20th inst., p.m.

The Seang Line s.s. Seangchoon
left Rangoon on the 10th inst., for
Hongkong via Penang and Singapore
and is expected to arrive here on the
27th inst., at noon.

The T. K. K. s.s. Kiyo Maru
arrived at Manzanilla on the 19th
inst., and is due at Salina Cruz on the
23rd inst.

The T. K. K. s.s. Hongkong Maru
left Caliao for Salina Cruz on the 16th
inst., where the ice on the 24th
inst.

The s.s. Middleham Castle arrived
at New York on the 10th inst.

The s.s. Egmont Castle sailed from
New York on the 12th inst., for the
Far East.

The P. & O. S. N. Co.'s s.s. Nankin
left Singapore for this port on the 17th
inst., at 7.30 a.m., and is due here on
the 22nd inst., at about 8 a.m.

The s.s. Rubi left Manila on Tuesday,
midnight, the 17th inst., and is due
here on Friday, the 20th inst., a.m.

The s.s. City of Baroda left Sabang
on Tuesday, the 17th inst., and is due
here on Wednesday, the 25th inst.,
daylight.

The A. L. s.s. Africa has been
detained, and is expected to arrive in
Hongkong on the 19th inst.

The L. O. S. N. Co.'s s.s. Kaniang,
from Calcutta, is due at Hongkong on
the 27th inst., and leaves for Japan
on the 1st prox.

The L. O. S. N. Co.'s s.s. Ku'sang,
from Singapore, is due at Hongkong on
the 19th inst., and leaves for Shanghai
and Japan on the 23rd inst.

The L. O. S. N. Co.'s s.s. Hup'ang,
from S. C. China, is due at Hongkong
on the 21st inst.

HOTEL LISTS.

HONGKONG HOTEL.

Adams, Mr. & Mrs.	Jobar, Geo. S.
Barber, A. T.	Jones, J. W.
Beaumont, G. A.	Koon, R. V.
Bell, C. D. J.	Komar, S.
Benz, G. A.	Kruck, H.
H.	Lehnert, G. F.
Boeker, S.	Lloyd, G. T.
Brill, Dr.	Mair, J. D.
Brown, Mr. & Mrs.	Mardott, Dr. O.
S. R.	MacIntyre, Mr. & Mrs.
Buchner, O.	Mrs. Nell
Carroll, A.	Molochan, D.
Claxton, A. A.	Marin, Miss S.
Cohen, S. K.	Marshall, W. B.
Cokely, T. J.	Maikori, H. L.
Cooper, W. A. J.	Matheson, Mrs. R.
Coulthart, J.	McKenney, Dr. O.
Crocker, Miss	W.
Curry, G. P.	McKenney, Dr. O.
Davis, C. H.	Mohla, R. B.
Defer, C.	Merckel, J.
D'Oettingen, V.	Muir, W.
Douglas, Mrs. R. H.	Mulder, Mr. and Mrs. J. D. F.
Evans, E. J. W.	Morris, J.
Ehrenfels, Mr. and Mrs. H. O.	Nottingham, Capt. and Mrs. F. D.
Finlayson, Mrs. C.	Pienbergen, H.
Moore, L.	Pingle, W., Jun.
Fisher, B. G.	Randall, Dr. L. F.
Fowler, E. A. S.	Ray, E. H.
French, Mrs. & child	Schaff, Miss E.
Fryd, Dr.	Schaff, J.
Fuller, Denman	Schaff, Miss W.
George, Mr. & Mrs.	Scherer, Dr.
F. J.	Scott, Jas.
Grange, Miss	Schulke, W.
Gordon, A. G.	Sidley, J. E.
Goulbourn, V.	Smith, E. B.
Gould, Mr. & Mrs. J.	Solomon, H. H.
Gourgey, I.	Stalder, L. and Mrs. C. E.
Gratama, D. M. G.	Stolbel, S. J.
Green, Mrs. B. A.	Taylor, J. O.
Griffith, Mrs. F. T.	Vennell, G.
Griffith, Miss M.	Vollbrecht, E.
Hall, Capt. T. P.	Wilkie, Mr. and Mrs. Allan
Harbord, W. T.	Watkins, H. H.
Harrison, A.	Whamond, D. M.
Harris, Jas. D.	White, Mr. & Mrs. H. L. H.
Holloway, Mr. and Mrs. J.	Whitmarsh, A.
Horowitz, E.	Wood, G. G.
Horchitz, F. W.	Wright, Mr. and Mrs. J. F.
Hou, Dr. B.	Young, J. A.
Hunter-Watts, J.	Mrs. C. D.
Innes, Capt. R.	
Jackson, Mr. and Mrs. C. D.	

KING-EDWARD-HOTEL.

Aton, F.	Lemais, Mr. and Mrs. and child
Belles, Dr.	MacCabe
Berthet	May, G. H.
Brown, E. J.	McCartan, Mr. & Mrs.
Crosse, Lieut.	Miss
Dennis, F.	Moddy, Mr. & Mrs. J. H. N.
Living	Muller, Dr. M. F.
Peardon, R. F.	Murray, M. F.
Tourneur, F.	Pasmore, Capt.
Finchett, Mrs.	Mrs. H. E.
Goldsmith, Mr. and Mrs.	Ramsay, Mrs. R.
Mrs. H. E.	Razon, Capt.
Grimble, Geo.	Schenk, Mr. and Mrs.
Haslam, A. T.	Shree, Dr. A.
Hyde, F. H.	Shree, Dr. A.
Jones	Shree, Dr. A.
Keen, A. E.	Shree, Dr. A.
Kemp, Mr. & Mrs.	Shree, Dr. A.
A. V.	Shree, Dr. A.
Kraft, W.	Shree, Dr. A.
Lasala, Capt. and children	Shree, Dr. A.
family	Shree, Dr. A.
Lipphanthan, J. B.	Shree, Dr. A.
Lipphanthan, Miss	Shree, Dr. A.
A.	Shree, Dr. A.
Manhoff, C. N.	Shree, Dr. A.

ASTON HOUSE.

Adams, R. C.	Ispique, P. A.
Alonso, F.	Leliano, Mr. and
Arnold, J. B.	Mrs. D.
Bartholomew, R.	Luzbel, V.
Bayle, Mr. & Mrs.	Mao, T. C.
Jack	Nafaly, Mr. and
Blot, L.	Mrs. H.
Burditt, H. H.	Nesslinger, K.
Byrne, J. D.	Olson, O. G.
Campbell, J.	Olson, Mrs. O. G.
Castillo, V. M. del	Pacheco, A.
Chopard, F. A.	Perez, F. B.
Cortez, A.	Pflug, H.
Coogrove, D. N.	Pomarny, J. dela
Cowell, G.	Teoloo, J.
David, J. A.	Teoloo, E.
Fabra, A.	Teoloo, M.
Gibson, R. B.	Torrontegui, F.
Graham, J.	Urch, Miss K.
Greenwood, F.	Urch, W. H. B.
Johnson, B. F.	Whitener, Mrs. M.
Jones, D.	Williamson, F. P.
Komarov, Miss	Wright, H. M.

THE CHINESE MERCHANT.

The Man As He Is.

According to the books, says the "Central China Post," the Chinese merchant is possessed of exceptional business ability. Set him down on a desert island and in a few years he will be conducting a roaring trade; place him on the leading thoroughfare of some busy mart and in a little time the shops on either side will be putting up their shutters. He is also a person of exceptional integrity. If he makes a contract to purchase goods his word is better than a foreigner's bond, and there is no need to require security that the cash will be forthcoming on delivery. If he contracts to sell, and the market goes against him, he will still make good, although it costs him half his fortune. It is entirely unnecessary to examine the produce he supplies as it is sure not only to be up to sample but a little better. Of this gentleman we do not propose to write because we have never been personally acquainted with him, and further we are informed on good authority that he is dead, and that his decease is deeply lamented.

The Retailer.

The merchant we have in mind is the one who keeps a shop and sells things over a counter, and the particular feature about him which strikes us is how in every respect he is the complete reverse of the tradesman we are accustomed to deal with at home. He is another example of how the Chinese do things differently from what we consider the best way. A home shop is kept clean and orderly; things of the same kind are placed together, and every effort is made to show them off to the best advantage. In a Chinese shop, with perhaps the exception of the silver and the silk shops the arrangement is higgledy-piggledy—the soup will be found in the nail keg and the candles on the same shelf with the jam tins. But for the prodigious place memories with which the Chinese are endowed they would never be able to find anything. The want of cleanliness is equally conspicuous with the want of order, but the subject need not be enlarged on.

East and West.

In a home place of business those who serve make every effort to please. They receive the purchaser politely, they defer to his wishes and will take any amount of trouble in trying to meet them. They endeavour to sell him not only what he wants, but they do it so pleasantly that when the customer departs he often finds that he has bought a lot of things in addition to that he never thought of when he entered the shop. Not so the Chinese shopkeeper. When the customer enters the establishment he will find a crowd of attendants generally loitering around who welcome him with a broad stare; then one of the number, leisurely detaching himself, will come forward and stare some more. The customer states his wishes and is asked how much of that particular article he wants, and what is the size and colour of it, together with any other questions which may at the moment occur to the shopman. These being satisfactorily answered it will be grudgingly admitted that they have some and the article will be produced. If he wants to see further samples he will probably be told that this was what he asked for, but if the customer persists more will be forthcoming, otherwise not. Then comes the question of the price. Most likely a demand will be made for double what the article is worth. The haggling then begins and the shopman at last shows animation: If the customer is a native a deal will probably be arranged to the satisfaction of both parties, but in the case of a foreigner he has either submitted to be victimized or left the shop in high dudgeon.

How to Drive a Good Bargain.
All this is deliberately done on principle. The Chinese idea is that by showing no anxiety to do business it is always possible to drive a better bargain. For a customer to show himself eager to obtain what he wants is to adopt the surest method for securing that he shall receive rude treatment and in addition probably fall in his effort. Business only

proceeds smoothly and expeditiously when a merchant, who pretends he does not care whether he sells or not, is met by a buyer who is apparently equally indifferent as to whether he buys or not. With both parties understanding the rules the game can be played out without a hitch. But in this respect, as in so many others the Chinese are changing. Flourishing native establishments can now be found at the ports which compare favourably with similar places or business under foreign management, and where no ground will be given for complaints of a lack of courtesy.

BAD TEA PACKING.

Complaints Against Methods in Java.

The subject of tea packing in Java came up for discussion at the meeting of the Chamber of Commerce and Manufactures held at Rotterdam under the presidency of Mr. E. P. de Monchy Rzn. A letter had been received from the Netherlands Chamber of Commerce in London about the bad condition of the tea packing in Java. To this letter a draft reply was drawn up by Messrs. Hoboken and Koch, couched in the following terms:—

"Our Chamber has noted with interest the contents of your letter of July 2 last, in which our attention was drawn to the bad condition of tea packing in Java. Having enquired into the matter, the origin of this appears to us to be chiefly due to the lack of good timber on the estates in connection with the continually increasing productions in every country. 'Packing in venesta cases would be better than the present packing, even if it is very much dearer. The estates using this method only do so reluctantly, though there are a few amongst them who recognise the advantage of a solid packing, whilst others are compelled to use venesta through lack of suitable wood on their own land. Of the estates mentioned in the list accompanying your letter, not one has an office in Rotterdam, nor is any of them financed by any houses here. We doubt not, however, that your Chamber has also forwarded its complaint to the Chamber of Commerce in Amsterdam who will surely not neglect to point out to the consignees there the important bearing that the packing of the tea has on the tea trade of the Netherlands Indies. You would oblige us by considering the advisability of also drawing the attention of Messrs. John Peat and Co. in London to the subject. Most of the marks given on your list reach the firm's address for sale."

The Chairman proposed to advise the Netherlands Chamber of Commerce in London in the spirit of this draft, and the resolution was passed.

DEDUCTIONS FROM SOLDIERS' PAY.

In the House of Commons on July 29th Sir J. D. Rees asked the Under Secretary of State for India if he will state what precedent exists for making deductions from payments sanctioned by the Indian Government under an Act of the Home Government; whether India is a financially independent unit; and whether the records of the India Office supply proof of the unwisdom of making forcible deductions from the pay for British soldiers serving in India.

Mr. Montagu: In his search for precedents the hon. member has apparently overlooked the existence of the Army Act, which is an Act of the Imperial Parliament, which applies to the British soldier in India as elsewhere, and which is the authority for many deductions from his pay. Broadly speaking, India is for most purposes a financially independent unit, but her independence in this respect is subject always to the control of the Imperial Parliament. I am not aware that deductions made from the pay of British soldiers serving in India have a different effect from similar deductions made on similar authority from British soldiers serving elsewhere.

THE PEKINGESE DOG.

His Origin and History.

Pekingese dogs are the product of that palaeo life in Peking which would seem now to be passing forever into the limbo of forgotten things, so that the present is surely an appropriate time for touching briefly on the history and character of the dog which has leapt into favour in the past few years in an extraordinarily meteoric manner.

In 1880 the summer palace of Peking was sacked by European soldiers, the first shaking-off of that extraordinary fabric of Eastern rule which we now see laid in the dust. Among the loot, says a writer in the "Strand," were eight of the imperial dogs, which had hitherto never been allowed outside the confines of the palace, save under penalties that included death in various fashions, such as stoning or being cut into a thousand pieces, either of which methods had not unnaturally been found sufficiently drastic to discourage dog stealing.

The dogs looted in 1880 are persistently described as being five in number, but there must have been eight at least. They were found hidden in the apartments of the Emperor's aunt, an unfortunate lady who committed suicide on the approach of the soldiers. One was given to Queen Victoria, who had its portrait painted by Landseer; one pair became the property of the late Duke of Richmond and Gordon, and another pair were acquired by Admiral Lord John Hay. Admiral Oliver Jones (then Captain) brought home one further dog, and a pair were secured by another officer, from which was bred a puppy that lived in England for nearly seventeen years.

From these eight priceless creatures were bred all the Pekingese that England could boast of for another generation, and, remaining in few hands, they continued comparatively unknown. At length, however, a few were obtained from the palace by methods into which it would be impertinent to inquire, but it seems clear that they had begun life as the personal pets of the late Dowager-Empress, known as "Old Buddha." How jealously watched they were is shown by the fact that at the later siege of Peking, when the foreign embassies were in such great danger and were believed even to have fallen, the palace dogs were removed to the first palanquin which departed from Singan-fu as the foreigners entered the Forbidden City.

STAMMERING CHILDREN.

For many years the school authorities of certain European countries have conducted special schools for the benefit of stammerers. These are of several types, some conducted during the summer, others utilizing an after-school hour, and still others taking complete charge of the pupil until he is cured. All these are wonderfully successful. As a rule recovery is complete within four or five months, and only rarely does a case prove entirely intractable. When relapse occurs, as sometimes happens, the child is given a second course of treatment, or even a third if necessary.

The cure for stammering is as much physical as physiological, says a writer in "Harper's." It is of the utmost importance that the patient's self-confidence be aroused. He must forget that it is longer possible for him to stammer. Appropriate speech exercises proceeding very slowly from the easiest to the more difficult, and adapted to suit the needs of the individual case, gradually overcome timidity and dissipate the language obsessions. Correct habits of respiration have to be instilled, for the stammerer, as a rule, has never learned how to breathe properly. The stammerer's speech is faulty in every particular. His whole nervous system is likely to be at fault. He may "stutter" in his emotions, his thinking and his willing. The treatment must have for its purpose a thorough re-education of the individual's nervous system, the general upbuilding of his physical health and the improvement of his mental condition. It is, therefore, much more a matter for hygiene and education than for medicine.

THE JUNK NINGPO.

Latest Arrangements.

While some secrecy is being maintained with regard to the future movements of the war junk Ningpo, intended for the San Francisco Exhibition of 1915, it is understood, says the "N. China Daily News," that a third attempt to cross the Pacific will be made within the next few days. Since the disastrous voyage of more than a month ago the junk has remained at her old anchorage by the wharf of the New Engineering Co., Yangtze-poo, and until some definite action was decided upon she was left untouched. Now, however, she has been thoroughly overhauled and repaired, and prepared for the next essay in a way totally different to that which characterized the first and second attempts. The large bulky mast has been unshipped and fitted to hands for a schooner rig, a principle, which, in the light of past experience, is thought to be more efficacious than any previous arrangement.

Reasons for Past Failures.
In addition to the unfavourable weather that accompanied previous attempts another serious handicap was the inexperience of the crew and their lack of nautical knowledge. This is a matter that has received very serious consideration, and if the report is true the promoters now have succeeded in securing a crew whose lives have practically been spent before the mast.

It was said, and with some truth, that the Chinese, past masters in the art of sailing a junk, could not be persuaded to sign on for the trip because of the "bad joss" said to have attended the vessel during its long and historic career. Now, however, it would appear that the minds of the Chinese have been disabused of the idea of ill-luck and a dozen have been persuaded to participate in the forthcoming attempt. The question of a suitable skipper also proved a knotty point, but if Capt. Toft, who has been approached, accepts the position, that difficulty is at an end. In addition there will be three foreigners among the crew, three Danish seamen having signified their intention of sailing.

IMPERIAL TOBACCO COMBINE.

Its Connection with the American Trust.

Mr. Cotton, in the House of Commons, asked the President of the Board of Trade whether he would state how many persons had been put out of employment in the manufacture of tobacco in Great Britain and Ireland since the Imperial Tobacco Combine was formed in 1901; whether the Imperial Tobacco Combine was a part or offshoot of the American Tobacco Trust, against which the Government of the United States was at present proceeding; how many of the directors of the Imperial Tobacco Combine directly represented the American Trust; whether he was aware that the manufacture of roll tobacco was the principal part of the trade of the Irish tobacco manufacturers, and that roll tobacco was sold by the Imperial Tobacco Combine at a price which did not leave a living profit for manufacturers outside the Trust; whether he was aware that the Imperial Tobacco Combine compels shopkeepers in Great Britain and Ireland to exhibit its goods and advertisements by depriving them of bonuses if they fail to comply; and whether the Government could see its way to take any steps to prevent such action on the part of the Imperial Tobacco Combine and its consequences.

Mr. Robertson, in reply, said: If the hon. member refers to the Imperial Tobacco Company (of Great Britain and Ireland), Limited, as the Imperial Tobacco Combine, the answer is that this company is not, so far as I am aware, an offshoot of the American Tobacco Trust, though it is in close business relations with it as regards trade outside of the United Kingdom and the United States. I have no definite information as to the other points raised in the question, and in any event my right hon. friend does not, as at present advised, see what steps could properly be taken by His Majesty's Government in the matter to which the hon. member refers.

AUSTRALIAN DEFENCE.

Some Serious Difficulties.

On the first of August the contract which has been entered into by the Government of the State to build a battleship cruiser and two destroyers for the Federal Government came into force, says the Sydney correspondent of the "N. O. Daily News." The ships are to be completed in twenty-six months from that date. The contract has hung fire for some time, on account of uncertainty as to whether the men and material required would be available. The matter is not so certain now as could be desired; but it is understood that the penalties are not to be enforced if unavoidable cause for delay can be shown. Advocates of economy maintain that we should do far better by ordering the ships in Great Britain. We should certainly save a lot of money, and we should also be able to put the labour available to more profitable use.

On the other hand, the advocates of native industry declare that we must learn to build men-of-war, as we learn to do other things; and that sordid matters of money are not worthy to be mentioned in comparison with this desideratum.

With regard to military matters, the Government has been signally unfortunate. Not only has it been compelled to recede from the position originally assumed of exacting very severe penalties from defaulters who do not attend the statutory number of drills, but its new regulations have proved so unpopular with the adult volunteer forces, such as Australian Garrison Artillery, the Sydney Lancers, and other like bodies, that they can no longer be reckoned upon as effective. Over two-thirds of the officers and men have sent in their resignations, and although the Minister is trying to conciliate the malcontents, it is doubtful whether these efforts will be successful.

Grounds of Dissatisfaction.

It is not easy for a civilian to understand the precise technical grounds of the dissatisfaction, further than that, since the inauguration of the cadet movement, by which all lads, as they attain the age of fourteen years, are required to attend training, there has been a disposition to regard all the volunteer, or partially-paid bodies, as superfluous. Their officers have been omitted from manoeuvres, and the force generally has been interpreted as intended to put studied slights upon it. It cannot be denied that the tendency of Labour Ministers, not only in this, but in many other matters, has been to treat hastily and rashly without condescending to consider the probable effect on the persons or sections dealt with. If a defence force is necessary, it is obviously desirable that it shall always, in part, at any rate, be composed of adults fit for service. With the exception of a handful of officers and men permanently employed (unless the services of the volunteer artillery, cavalry and militia are retained) our sole reliance this year will be on the boys of from fourteen to fifteen; next year, on those from fourteen to sixteen; and so on.

As serious preparation for defence, this, of course, is only a farce. Ministerial action is anxiously awaited. It would be pitiable, if, after all our brave talk about assisting the Empire by defending Australia, all our military preparations were to end in so ignominious a fiasco as present indications would seem to threaten. Many of the rank and file of the Labour party, although they are bound by their ironclad pledge to support the Government, would secretly be very pleased if the military arrangements of the Commonwealth were to end in smoke, as they cherish revolutionary aspirations, and fear that the guns of the citizen army might be turned against themselves.

The Labour Party and Darlington.

A conference representing the Darlington Socialist and Labour organisations recently adopted Mr. Russell Williams, of Kellogg, as prospective Parliamentary candidate. The seat is held by Mr. Pike Pease, Unionist, and Mr. H. Scott, of Manchester, is the prospective Liberal candidate.

CONFUCIANISM.

Interesting Lecture by Chinese Doctor.

A very instructive lecture, the second of a series on the Great Religions, was given recently at the International Institute, Shanghai, by Dr. Chen Huan-chang. His subject was "Principles of Confucianism still needed in China." He first referred to the fruits of Confucianism in the past, especially in maintaining law and order, pure ethical ideas and customs among the people, and the sense of responsibility to a Supreme Being. He then pointed out the application of Confucian teachings to the modern life of China, as well as their fitness in the past. These teachings magnified the individuality of every person, by controlling all training on the personality of each one, and by placing each one under obligation to every one else. From the individual there was a natural advance to the family. Three of the five Human Relations taught in Confucianism have to do with the family. New ideas concerning the family have lately come into China, subversive of those taught in the past, but the safest thing is to hold to what has been taught and tried for thousands of years.

As to the application of Confucianism to the state, it may be considered under three aspects. The usual formula is "Prince and Minister," which means "Superior and Inferior." While equality in certain sense is a correct principle, there must always remain a distinction between those exercising authority, some being higher and some lower. Democracy as applied to national affairs may be new, but it has always been applied to local affairs, and by many teachings and examples has had bearings on the whole country. Love of country is rather a new expression; the old and usual expression was that of loyalty on the part of the people, and service on the part of ruler.

Confucianism is especially applicable to society, first by teaching friendship, then by the principle of reciprocity or universal love, and by compassion to the unfortunate. Socialistic ideas, in a very modified sense, have also prevailed, governments being organized for the good of the people.

For the advancement of Confucianism, certain things are necessary. To begin with, every Confucianist must be taught what is meant by Confucianism. Principles now dormant must be revived, and bad customs, nothing to do with Confucianism, must be uprooted. The spiritual aspects of the early teachings, and the idea of Supreme Being, must be emphasized. Order needs to be restored, and the people must be taught how the old principles can be applied to the new conditions and the new form of government. New ideas, new customs, new science, will enter China, but the old teachings as fundamental principles will remain.

In organizing the Confucian forces, associations or churches should be formed in every town, persons ready to acknowledge their Confucian allegiance should register their names, a distinctive Confucian flag should be made, a Confucian era should be used, ceremonies of respect to Confucius should be observed, schools should have daily meetings for religious and moral exhortation, the classics should be made compulsory in the national system of education, one day in seven should be set apart for public lectures and meetings, and a propaganda of the Confucian faith should be carried on throughout China and then throughout the world. If Christian missionaries can come to China Confucian missionaries should go abroad to make known the underlying principles suited to all countries.

Statistics compiled by the United States bureau of mines show that, despite the strikes that have been taken toward improving conditions in the coal mines of that country, the death rate continues nearly three times as great as in Europe. Since 1907 the proportion of fatalities per 1,000 employed has been reduced from 4.88 to 3.74. Germany has only 1.98 killed of each 1,000 employed; Great Britain, 1.70; France, 1.08; Austria, 1.0; and Belgium, .05.

COMMERCIAL.

Shanghai Bullion.

September 12, 1912.

Bar Silver.....2813.16d.
Mexican Dollars,
Market Rate...Tls 74.0
Dragon Dollar, Na-
tive Bank Rate.
Copper Cash.....per Tls 1767
Shanghai Gold
Bars.....S'hai Tls. 353
Bar Silver.....Tls. 111.15
Sovereigns: Bank's
Buying rate...Tls. 7.10

Singapore Exchange.

September 12, 1912.
On London—Bank 4 m/s 2/4.0-32
Demand 2/4.1-18
Private 6 m/s 2/4.1-2
3 m/s 2/4.1-2
On Germany—Bank d/d 233.1-2
Private 3 m/s 242.1-2
On France—Bank d/d 234
Private 3 m/s 230
On India—Bank T.T. 174.3-8
Private 30 d/s 175.7-8
On Hongkong—Bank d/d 13.1-4
Private 30 d/s 14.1-4
On Shanghai—Bank d/d 84.1-2
Private 30 d/s 85.1-2
On Java—Bank T.T. 140.1-2
Private 30 d/s 142.1-2
On Japan—Bank d/d 114.1-2
Sovereigns—buying rate \$8.54
India Council Bills last
issue... 1/4.1-32
India Council T.T. last
issue... 1/4.1-18
Discount 3ms. 3.3-4
Bank of England discount
rate is 4%
Bar silver in London 2813.16

Singapore Produce.

September 12, 1912.

Gambier... buyers \$ 9.20
" (Cuba No. 1) unpicked 14.50
Copa Sundried... 11.10
" Mixed... 10.70
Pepper: Black... buyers 20.374
" White 5 per cent.
" buyers... 34.00
Sago Flour, Sarawak... 4.05
" Brunei No. 1... nom.
Pearl Sago... 5.00
Coffee Bali... 33.00
" Palembang 10 per
cont. basis... 32.00
Tapioca, small flake... 8.75
" small pearl... —
" med. pearl... 8.40
Tin... 110.60
Opium, China... 3,400
" Straits... 1,250
Rice, Rangoon White... 220
Rice, Siam No. 1... 320
do. No. 2... 290
Petroleum: Davao's Imp. Brilliant
Oil (2 tins)... 41
Sylvan Arrow Oil (2
tins)... 3.11
Fish Brand (2 tins in case) at 2.00
Oil 2 tins at 2.60
Lamp Glass (2 tins in case) at 2.60
(superfine) 2 tins at 2.60
Langkat's (2 tins in case) at 2.40
Dragon 2 tins at 2.30
Turpentine per tin 4 gallons
at 2.60

Manila Market Report.

September 13, 1912.

Hemp—
Good Current P25.
50 p.c. plus current 22.4
25 p.c. plus current 19.4
U. S. current 17.4
U. K. do 11.6
Super 2nds 10.
Good 2nds 9.4
Good Reds 9.
Magway No. 1 9.
Sugar—
Hilo No. 1 P8.50
" " 2 5.90
" " 3 5.
" " 4 4.40
Manila " 1 6.00
Iloos 3, nominal
Copa—
Sun dried P12.
Laguna 11.
F. M. Manila 11.5
Rice—
Saigon 2s. Banco 125 lbs. P7.40
Rangoon 7.40
Pangasinan Milled P8.
2nd white 8.20
caven, quiet
Guin Almaciga—
Mixed P7.20 nom.
Cals—
Australia ex-ship per ton P11.01
to arrive.
Freight—
To U. S. Hemp, str. from Manila
to New York 70/-
" Boston 75/-
Cebu to New York 72.6
Cebu to Boston 77.6
Sugar U. K. 37-6 per ton.
To U. S. Sugar 40/-
To U. K. Hemp, 75/- Manila 80/-
from Cebu 80/-
To Marseilles, copra 44.4

Exchange

[illegible]

Selling.		Buying.	
T/T.	2-5/16	4 m/s. L/O	2-1/2
Demand	2-1/2	1 m/s. D/O	2-1/4
0 d/s	2-7/16	1 m/s. L/O	2-1-1/2
30 d/s	2-1/4	10 d/s. S'ydwy & Melbourne	2-1/4
4 m/s	2-1/4	10 d/s. San Foo & New York	2-60/100
T/T. Shanghai	7-1/2	1 m/s. Marks	2-13/16
T/T. Singapore	87	1 m/s. France	2-61/16
T/T. Japan	99 1/2	4 m/s. do	2-61/16
T/T. India	10 1/4	Bar Silver, ready	90 5/16
Domestic, India	15 1/4	forward	29 1/16
Domestic, Manila	99 1/2	Bank of England rate	29 1/16
T/T. San Francisco and New York	49	American	29 1/16
T/L. Java &	12 1/2		
T/T. Marks	207 1/2		
T/T. France	2-68		

Subsidiary Coins.		Optium Quotation.	
Discount per \$100			Aug. 31.
Chinese ... 20 cts. pieces	...\$5 9/16	Malwa, New	...\$3,125 per picul
Chinese ... 10 "	...\$6 1/2	Malwa, Old	... 3,400 "
Hongkong 20 "	...\$4 1/2	Malwa, V. Old	... 2,635 "
Hongkong 10 "	...\$5 1/2	Perlan, fine quality	1,457 "
		Cebu, New	... 4,057 probab
		Patna, Old	... 2,860 "
		Banars, Old	... 4,085 "
		Banars, New	... 4,000 "

SHARE REPORT.		
S-SELLERS	SA-SALE	B-BUYERS

STOCKS & PAID UP VALUE.	CLOSING Q'TIONS.	LAST DIVIDEND AND DATE.
BANKS.		
Hongkong & S'ha	\$820 b.	\$20.00 at ex 2-1/18 equal to \$19.95 for 1 year ending 30-8-19

MARINE INSURANCES. Canton \$50 North China \$5	682/10 2246 F185 b	\$16 for 1910 Interim of 10/- for 1911
--	--	--

United China	\$50			Final of \$30 making \$50
Unions	\$100	\$807	b.	for 1910 and Interim
				at \$30 for 1911
Yankee	\$50	\$185		\$12 for 1909 and Int. of
				\$5 on account of 1910

FIRE INSURANCES.		
China Fire	\$20	\$184 ea. & b.
Hongkong Fire	\$50	\$355 b.
SHIPPING.		
China & Manilla	\$35	\$81
		\$27
		\$7 & b's of \$2 for 1910
		\$27 for 1910
		\$1 for 1908

Douglas Steamships	\$50	\$27	a.	50¢ for year ending 30-6-12
Steamboats	\$15	\$38 1/2	ca.	Dividend of \$1 for half year ending 30-6-12
Indo-China (Preferred)	\$5	\$65	b.	6% for year 1910 on preferred shares

(Deferred)			
"Shell" Transports	£1	112/6	b.
		£11 b.	
		£16	
			3/- per share Coupon No 18
			15 p. c. for year ending

"Star Ferry"	\$10			80.4.12
REFINERIES,				
China Sugars	\$100	\$115	n.	\$5 for 1911
Luison Sugars	\$100	\$81	s.	\$3 for 1897
MINING,				
				1/6 per share Jan. 1911

Chinese Engineering	£1	82/6	
Tronchs	£1	74/-	6s.

Rails	\$1
DOCKS, WHARVES, & G'DOWNS,	
Kowloon Wharfs	\$50
H. K. & W'pos Docks	\$50

Shanghai Loans	1.100	Final of Tls. 8, making 10
Hongkew Wharfe	T. 100	6 for 191
LANDS, HOTELS & BUILDINGS.		Tls. 629210
Anglo French Lands	T.100	\$3 on old shares, \$1.50
		on new shares for half

Hongkong Lands	\$100	\$74 1/2 b.	year 20-6-12
Humphreys Estates	\$10	\$108 sa. & b.	Interim div. of \$3 1/2 for 1911
Kowloon Lands	\$30	\$72	40 cents for 1911
		\$34 b.	\$2.75 for 1911
		T. 90	5% for half year to 30-6-12

Shanghai Labor	P. 80	P. 80		
West Point	\$50	\$55	b.	Interim div. of \$2 for 191
Manila M'pole Hotel	P. 10	P. 8		15 per cent. for 1910

COTTON MILL			
Ewes	T. 50	T. 105	T4 for year ended 31-10-10
Hongkong Cottons	\$10	\$41	T7 for year ended 30-12-10
MISCELLANEOUS.			
China-Borneo	\$12	\$9	50 cents 31-7-08
			\$1 for 1911

Light and Powers	\$10	12 1/2	70 cents for 1911 \$1.25 for year end 'g 31-7
Do. (Spec. shares)	\$1		
China Provident	\$10	\$8 1/2	
Dairy Farms	\$6	\$22 1/2	

Green Islands	\$10	14	a.	40 cents for 1911
Hongkong Electric	\$10	\$25	b.	\$1.40 per share
Hongkong Ice	\$25	\$200		Interim of \$2 for 1912

00	Hongkong Ropes	\$10	\$19	\$1 interim account 1912
C.	Langkai	g. 10	F. 611	Interim div. T.1, 15-3-12 Interim div. T.1, 15-6-12 Do. T.1, 15-2-12

Morning Post	\$25	\$22	b.	None
Peak Tramway	\$10	\$11		80 cents on fully paid shares and 8 cents on \$1 paid shares for year ending 1904-1905

Philippines	\$10	\$5	None
H. Price & Co., Ltd.	\$10	\$12	\$1.50 for 1910
Société des Produits	\$50	\$38	
Pulver et	\$50		First year

Papeteries du Tonkin	Benefit	\$150
Pangloss-Sumatra	T. 20	T110
Steam Laundry	\$5	\$5

No dividend this year
50 cts. for year ending 20 5

and ed. hold e of ren-	United Asbestos Oriental Agency, Ltd.,	\$10	\$02	20 per cent. per order share for year 1912
	United Asbestos Foreign Share, ...	\$10	\$400.	81-6-1912
				75 cents per share for

Union Waterboat	\$10	\$104	a.	year ending 31-12-1912
Wolmann, Ltd.	\$10	\$15	b.	10 per cent. for year ending 31-7-10
Wolman	\$10	25	b.	40 cents for 1911

WILSON POWELL
WRIGHT AND HORNBY.

1000

CURIOUS CASE.

Question in Court as to Alleged Payment of \$835.

In the Summary Court this morning, before Mr. Justice Gompertz, J. Osawa and Co., merchants, of Queen's Road Central, brought an action against Oho Hing & Co. of 304 Queen's Road Central, suing for the recovery of \$944.40, being the balance alleged to be due for goods sold and delivered during March, April and May, this year. The defendants had paid 35 cents into court, 15 cents being the amount admitted to be due and 20 cents bailiff's fees.

Mr. Reader Harris, of Messrs. Wilkinson and Grist, appeared for the plaintiffs and Mr. Crowe of Messrs. Hastings and Hastings, for the defendants.

Mr. Harris, outlining the case, said the important point for his Lordship to decide would be whether the plaintiffs were paid \$835 on July 24. The particulars which they had delivered showed a balance due of \$944, but the defendants in their particulars showed a balance due at that date of \$1,480.65, since when \$645 had been paid. Consequently the balance due on that date was \$835.15 and the defendants claimed to have paid \$835. They had, since the action had been commenced, paid 15 cents into court. In their account the defendants had deducted two per cent. discount, which the plaintiffs denied should be deducted now, because the discount was not allowed if payment was not made within thirty days.

Two Issues.—His Lordship:—There are two issues; payment and discount?

Mr. Harris agreed and said the defendants had made other deductions, alleging shortage in deliveries. The plaintiffs said that they delivered everything according to contract, but if there were any shortages they did not want payment for them. There were two important issues:—the payment or non-payment of the \$835 and the 103 discount. On those points he would just detail what the evidence for the defendants was from their documents which he, Mr. Harris, saw yesterday. They produced the copy of an alleged letter which they wrote to the plaintiffs, purporting to enclose \$835. They did not produce a press copy book. However, they disclosed a chit book, with an illegible signature. Against that they produced a letter from the defendants stating that the matter would be settled "next week."

His Lordship:—They allege that they paid \$835; did they produce a receipt?

Mr. Harris:—No they produced a chit book with an entry "one chit enclosing \$835". The addition is written by someone imitating the rest of the writing. It is shaky, and appears to have been written over pencil.

Alleged Payment of \$835.—The managing partner to the plaintiff firm gave evidence supporting the statement of his advocate and was cross-examined by Mr. Crowe as to the alleged payment of \$835.

Mr. Crowe:—When money is paid to you it inevitably goes into the cash book?—Yes.

As a matter of fact, do you know that of eight payments which we made to you, only two of them went into the cash book?—I have two kinds of cash book; one is to deposit money in the bank. Sometimes I put the money in the deposit book and send it to the bank at once.

Mr. Crowe:—My friend told me there was only one cash book, but now I learn there are two.

Later, dealing with the plaintiff's ledger Mr. Crowe said:—They have an entry dated the seventeenth of the month, two or three entries below they have one for the fifth and even first, while they even had entries of the previous month mixed in. At the end of the sixth month they brought in a hotch-potch of small items.

His Lordship:—You don't intend to show that if the \$835 has been received, they have forgotten it?

Mr. Crowe:—No; I shall show that there was reason why pressure should be brought to bear on my clients.

As a matter of fact you have been carrying on a discussion with the defendant as to the de-

livery of goods under an agreement of March 12?—Not under the agreement.

And the defendant had been pressing you from early in March, to give him delivery of goods?—No; I asked the defendant to take delivery.

You were having negotiations with the defendant, and you know that he was contemplating proceedings for non-delivery of goods?—No.

Do you deny that, when you heard that the defendant was advised that he had a good case, he approached you with a view to settlement, and said your business relations were of such a nature that it would be unfortunate if you had to go to court over them?—I told the defendant to settle out of court.

It is not a fact that since this action was started you have said you would withdraw if he would settle his prospective action against you?—The defendant sent a man to our office asking us to withdraw the case. We refused to do so.

Mr. Harris:—He asked you to withdraw. Did he make any offer of payment, or anything?—They asked us to deduct a little and withdraw the case.

And he would pay the balance after it had been reduced?—Yes.

The Defence.—Mr. Crowe in opening the defence said that the history of the case began in March last when a fairly elaborate agreement was drawn up between the plaintiff and the defendant to protect their mutual interests. At any rate, so far as his case went, he would show that according to the agreement, the plaintiff entered into a contract to supply certain goods. They were to be delivered under the contract throughout March, April and May, during which time they had continually to press the plaintiff to deliver them. "It was in consequence of threatened proceedings on our part that these proceedings were ever brought," he continued.

Mr. Harris:—This is the first time that my clients have ever heard of any claim by your clients. Continuing Mr. Crowe said that on June 1 the parties compared accounts which were checked against the books and an allowance of commission made. It was further urged for the defence that the greater portion of the goods in question was not brought outright from the plaintiff but only taken for sale on commission and that the defendant was pressed to take delivery under the agreement and they refused because they were over due. On July 24 a payment of \$835 was made by the defendants to the plaintiffs and was sent in a letter accompanied by the chit book.

The defendant's manager was examined, and in re-examination, Mr. Harris asked leave to cross-examine the witness.

His Lordship gave the necessary permission remarking:—This is a much more difficult case than I imagined and I want to get as much light on it as I can.

The case was proceeding as we went to press.

LIGHT FINE.

The Assault on a European Constable.

Edward Foster, H.M.S. Tamar, was charged before Mr. O. D. Melbourne, at the Police Court, this morning with assaulting P. C. Cotton, in Sampan Street.

It will be remembered that at a previous hearing of the case a remand was asked for because the constable who had received a kick in the stomach was lying in the hospital in a critical condition.

It appears there was an altercation between the defendant and others in Sampan Street and when the policeman arrived in response to a call, the defendant kicked him in the stomach.

Defendant was fined \$3 for disorderly behavior and \$10 for the assault on the policeman.

TYPHOON WARNINGS.

The telegram quoted below was received from the Manila Observatory by the American Consulate General Hongkong, at 4.45 p.m. yesterday:—

September 18, 1912.
Cyclone or Typhoon, N.W. of Yap moving W. or W.N.W.

The following telegram was received at 1 p.m. to-day:—

September 19, 1912.
Cyclone or Typhoon E. of Laron more than 300 miles distant moving W.N.W. or N.W.

POST OFFICE.

SIBERIAN ROUTE, SUPERSCRIPTION UNNECESSARY FOR EUROPE.

Letters and post cards for Europe will in future be despatched by the route of Siberia unless marked by the sender for transmission by another route. Printed matter and samples will continue to be sent by the Suez Canal route.

MAILS VIA SIBERIA.

Left London Aug. 28
Sept. 1
Sept. 14
Sept. 16

MAILS DUE.

American, Chio Maru, 27th inst.
American, Nippon Maru, 18th prox.

MAILS CLOSE.

Pakhoi, Haiphong and Saigon—Per Hongkong, 20th Sept., 9 a.m.

Macao—Per Kaimoon, 20th Sept., 9 a.m.

Straits, Burmah, Ceylon, Adala, Western Australia, India, Aden, Egypt and Europe via Naples—Per Prinz Ludwig, 20th Sept., 9 a.m.

Swatow, Amoy and Foochow—Per Haiyang, 20th Sept., 10 a.m.

Japan via Yokohama—Per Fukuoka, 20th Sept., 11 a.m.

Swatow, Weihaiwei, Chefoo and Tientsin—Per Chipping, 20th Sept., 11 a.m.

Japan via Kobe—Per Thongwa, 20th Sept., noon.

Macao—Per Sui Tai, 20th Sept., 1.15 p.m.

Philippine Islands—Per Orterio, 20th Sept., 2 p.m.

Philippine Islands, Australia, Tasmania and New Zealand via Port Darwin—Per Taiyuan, 21st Sept., 11 a.m.

Philippine Islands—Per Loongang, 21st Sept., 1 p.m.

Macao—Per Sui Tai, 21st Sept., 1.15 p.m.

Philippine Islands—Per Rubi, 21st Sept., 3 p.m.

Chefoo and Newchwang—Per Ningpo, 21st Sept., 3 p.m.

Straits and India via Calcutta—Per Japan, 21st Sept., 3 p.m.

Shanghai and North China—Per Linan, 21st Sept., 5 p.m.

Shanghai and North China—Per Hanggang, 21st Sept., 5 p.m.

Haiphong and Saigon—Per Michael, 21st Sept., 5 p.m.

Swatow—Per Baimun, 22nd Sept., 9 a.m.

Shanghai, North China and Japan via Moji—Per Nankin, 22nd Sept., 9 a.m.

Haiphong and Saigon—Per Carl, 22nd Sept., 9 a.m.

Swatow, Amoy and Formosa via Tamsui—Per Daigimaru, 22nd Sept., 9 a.m.

Batavia, Samarang, Sourabaya and Macassar—Per Tjiboda, 23rd Sept., 11 a.m.

Samarang and Sourabaya—Per Heimdall, 23rd Sept., 11 a.m.

Straits and Burmah—Per Multin, 23rd Sept., 11 a.m.

Haiphong, Pakhoi and Saigon—Per Sungkiang, 23rd Sept., 5 p.m.

Shanghai, North China and Japan via Kobe—Per Katsang, 24th Sept., 10 a.m.

Straits and Calcutta—Per Namang, 24th Sept., 10 a.m.

Saigon, Straits, Ceylon, Adala, Western Australia, India, Aden, Egypt and Europe via Marseilles (Letters posted in all the Pillar Boxes in time for the first clearance will be included in this contract mail) (Late Letter, 11.00 a.m. to noon. Extra Postage 10 cents).—Per Caledonia, 24th Sept., 11 a.m.

Japan via Nagasaki, Honolulu, Canada, United States and South America via San Francisco—Per China, 24th Sept., 11 a.m.

Philippine Islands—Per Taming, 24th Sept., 3 p.m.

Philippine Islands, Australia, Tasmania and New Zealand via Thursday Islands—Per Empire, 25th Sept., 10 a.m.

Shanghai and North China—Per Tungshing, 25th Sept., 11 a.m.

Tientsin—Per Huishow, 25th Sept., 3 p.m.

Shanghai and North China—Per China, 26th Sept., 3 p.m.

Weihaiwei, Chefoo and Tientsin—Per Kueichow, 26th Sept., 3 p.m.

Straits, Burmah, Ceylon, Adala, Western Australia, India, Aden, Egypt and Europe via Marseilles (Letters posted in all the Pillar Boxes in time for the first clearance will be included in this contract mail) (Late Letter, 11.00 a.m. to noon. Extra Postage 10 cents).—Per Caledonia, 24th Sept., 11 a.m.

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Weihaiwei, Chefoo and Tientsin—Per Kueichow, 26th Sept., 3 p.m.

SHIPPING NEWS.

ARRIVED.

Daigi Maru, Jap. s.s., 884, Y. Some kawa, 18th Sept.—Swatow 18th Sept., Gen.—O. S. K. Kutsang, Br. s.s., 3,109, R. O. D. Bradley, 19th Sept.—Singapore 18th Sept., Gen.—J. M. & Co.

Achilles, Br. s.s., 4,488, G. A. Flynn, 19th Sept.—Shanghai 16th Sept., Gen.—B. & S. Heimdall, Nor. s.s., 761, T. A. Johnson, 19th Sept.—Sourabaya 6th Sept., Sugar.—J. C. J. L.

Benavon, Br. s.s., 2,548, C. W. Addison, 19th Sept.—London via Port, Singapore 12th Sept., Gen.—G. L. & Co.

Erveken, Nor. s.s., 1,344, Argensen, 19th Sept.—Canton 18th Sept., Ballast.—M. B. K.

Haiyang, Br. s.s., 1,262, E. Hodgins, 19th Sept.—Fookow, Amoy and Swatow 18th Sept., Gen.—D. L. & Co.

Lianan, Br. s.s., 1,362, C. O. Williams, 19th Sept.—Shanghai 16th Sept., Gen.—B. & S.

Tng Shing, Br. s.s., 1,127, Trusey, 19th Sept.—Wuhu 18th Sept., Rice.—J. M. O.

OLEANES AT THE HARBOUR OFFICE.

Locksaw, for Bangkok. Kwangshai, for Shanghai. Unda, for Singapore. Paoting, for Shanghai. Haiyang, for Fookow. Pakai-maru, for Wakamatsu. Landrat Scholff, for Bangkok.

DEPARTED.

Sept. 10. Katho, for Manzanillo. Yangtze, for Kuchinotsu. Locksaw, for Swatow. Kwangshai, for Shanghai. Landrat Scholff, for Siam. Chennan, for Shanghai. Anglin, for Swatow.

PASSENGERS ARRIVED.

Per s.s. Kutsang, arrived 19th Sept., from Singapore:—B. Hour, Dr. Robinson, Major. Fendale, Mrs. Webb, V.

SHIPS PASSED THE CAVAL.

London, September 8. Arrivals from China:—Bellerophon, Myra, York, Rheos. The following vessels have passed the Canal:—Calchas, Montrose. Princess Alice, Yunnan.

London, September 6. Arrivals from China:—Brasilia, Indomene, Kamo Maru, Bramley. The following vessels have passed the Canal:—Armand Behio, Dunbar, Indramayo, Nyansa, Pera, Atrana.

London, September 10. Arrival from China:—Prinzess Alice. The following vessels have passed the Canal:—Hendoli, Flintholm, Indramayo, Kanagawa Maru, Luertes, Perseus, Sithonia.

London, September 10. Arrival from China:—Gloresk. Arrivals from China:—Armand Behio, Monmouthshire, Middleham Castle, Sambia.

The following vessels have passed the Canal:—Akt Maru, Bohemia, Derflinger, Indian, Lutzw, Petroles, Pembroke, Wray, Castle.

London, September 17. Arrivals from China:—Hacloch, Atrana. The following vessels have passed the Canal:—Danbiana, Glenstrae, Hyson, Helene Rickmers, Iyo Maru, Nippon, Manchester Castle, Nyansa, Scandia, Tydeus, Funt Balow, Queen Alexandra.

September 18th. 10 a.m. 4 p.m. Barometer 29.71 29.71 Temperature 70 78 Humidity 68 59 Rain 0.02 —

TIDE TABLE.

Sept. 17th to 25th Sept., 1912

High Water Mean Time. Low Water Mean Time.

Sept. 17. High Water 4.41. Low Water 1.41. Sept. 18. High Water 4.41. Low Water 1.41.

Sept. 19. High Water 4.41. Low Water 1.41. Sept. 20. High Water 4.41. Low Water 1.41.

Sept. 21. High Water 4.41. Low Water 1.41. Sept. 22. High Water 4.41. Low Water 1.41.

Sept. 23. High Water 4.41. Low Water 1.41. Sept. 24. High Water 4.41. Low Water 1.41.

Sept. 25. High Water 4.41. Low Water 1.41. Sept. 26. High Water 4.41. Low Water 1.41.

Sept. 27. High Water 4.41. Low Water 1.41. Sept. 28. High Water 4.41. Low Water 1.41.

Sept. 29. High Water 4.41. Low Water 1.41. Sept. 30. High Water 4.41. Low Water 1.41.

Sept. 31. High Water 4.41. Low Water 1.41. Sept. 32. High Water 4.41. Low Water 1.41.

Sept. 33. High Water 4.41. Low Water 1.41. Sept. 34. High Water 4.41. Low Water 1.41.

Sept. 35. High Water 4.41. Low Water 1.41. Sept. 36. High Water 4.41. Low Water 1.41.

Sept. 37. High Water 4.41. Low Water 1.41. Sept. 38. High Water 4.41. Low Water 1.41.

Sept. 39. High Water 4.41. Low Water 1.41. Sept. 40. High Water 4.41. Low Water 1.41.

Sept. 41. High Water 4.41. Low Water 1.41. Sept. 42. High Water 4.41. Low Water 1.41.

Sept. 43. High Water 4.41. Low Water 1.41. Sept. 44. High Water 4.41. Low Water 1.41.

Sept. 45. High Water 4.41. Low Water 1.41. Sept. 46. High Water 4.41. Low Water 1.41.

Sept. 47. High Water 4.41. Low Water 1.41. Sept. 48. High Water 4.41. Low Water 1.41.

Sept. 49. High Water 4.41. Low Water 1.41. Sept. 50. High Water 4.41. Low Water 1.41.

Sept. 51. High Water 4.41. Low Water 1.41. Sept. 52. High Water 4.41. Low Water 1.41.

Sept. 53. High Water 4.41. Low Water 1.41. Sept. 54. High Water 4.41. Low Water 1.41.

VESSELS IN PORT.

STRANERS.

Bayo Maru, Jap. s.s., 3,242, Hashimoto, 17th Sept.—Moji 12th Sept., Coal.—T. K. K.

Carl Diederichsen, Ger. s.s., 774, Oh. Jurgan, 17th Sept.—Hokkaido, Ballast.—J. & Co.

Camille, Br. s.s., 3,140, A. H. John, 16th Sept.—Tientsin 9th Sept., Ballast.—A. P. Co.

China, Am. s.s., 3,186, R. Allen, 18th Sept.—San Francisco 17th Aug., Mail and Gen.—P. M. S. S. Co.

Elcano, Am. s.s., 654, Altonaga, 9th Sept.—Manila 6th Sept., Sugar.

Fausang, Br. s.s., 1,410, H. S. Malin, 18th Sept.—Sourabaya 7th Sept., Ballast.—J. M. & Co.

Hongkong, Br. s.s., 788, Oornelissen, 16th Sept.—Haiphong and Pakhoi 16th Sept., Gen.—A. R. Marry.

Japan, Br. s.s., 3,806, Ambrose, 16th Sept.—Moji 12th Sept., Gen.—D. S. & Co.

Karimoon, Dutch s.s., 3,436, Boon, 14th Sept.—Java Ports 3rd Sept., Sugar.—J. C. J. L.

Kenka Maru, Jap. s.s., 2,100, T. Yamamoto, 14th Sept.—Manila 11th Sept., Ballast.—M. B. K.

Kostrama, Rus. s.s., 1,990, P. Foxareff, 17th Sept.—Vladivostok 9th Sept., Coal.—Lukhwanoff.

Laertes, Br. s.s., 1,840, Page, 17th Sept.—Saigon 18th Sept., Gen.—W. F. F. Sing.

Loong Sang, Br. s.s., 1,093, Leank, 17th Sept.—Manila 14th Sept., Gen.—J. M. & Co.

Lycmoon, Ger. s.s., 2,000, Hellhoff, 10th Sept.—Saigon 6th Sept., Gen.—H. A. L.

Muttra, Br. s.s., 2,085, H. Carey, 17th Sept.—Moji 11th Sept., Gen.—J. M. & Co.

Orterio, Br. s.s., 4,105, Howle, 7th Sept.—Pugot Sound Ports 17th Aug., Gen.—D. L.

Pongtong, Ger. s.s., 998, W. Godt, 15th Sept.—Cebu 11th Sept., Ballast.—B. & S.

Rajah, Ger. s.s., 1,2